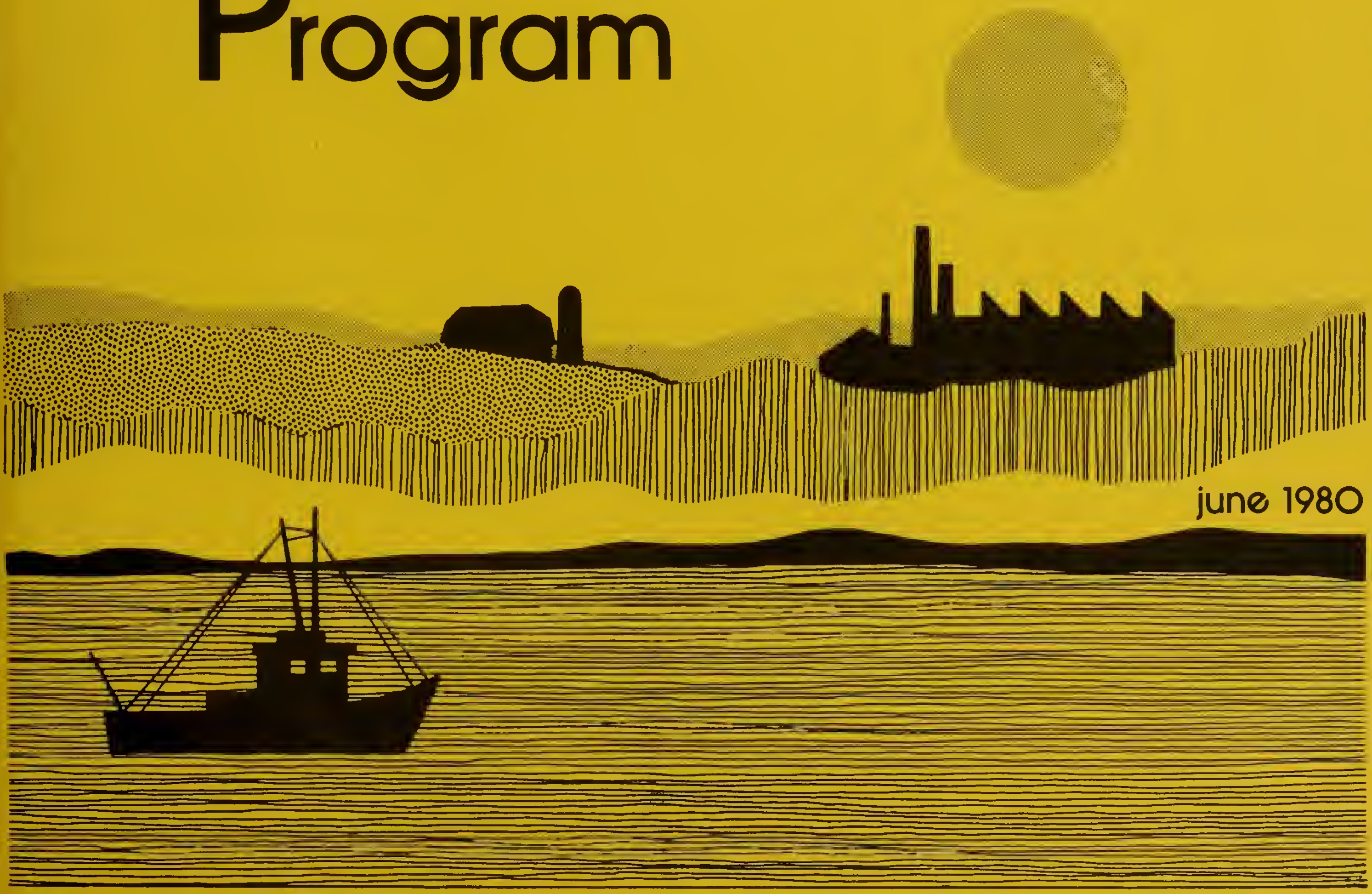
UMASS/AMHERST

312066 0270 7514 7

Mass. Y3. Se1/3. 1980 - 983
√

dawn of the 80's
for southeastern massachusetts

Overall Economic Development Program



june 1980

southeastern regional planning and economic development district

Prepared with funding from the
U.S. Economic Development
Administration

CREDITS

SRPEDD COMMISSION
ECONOMIC DEVELOPMENT COMMITTEE

STAFF

Alexander V. Zaleski - Executive Director
Stephen C. Smith - Comprehensive Planning Manager
Maria Gooch - Economic Development Specialist
Mark Linse - Sr. Economic Development Planner
Anita Sabourin - Graphic Designer
Judith McCaffrey - Secretary
Susan Green - Senior Secretary

SOUTHEASTERN REGIONAL PLANNING AND ECONOMIC DEVELOPMENT DISTRICT
TOWN HALL ANNEX MARION, MA 02738

1979
ANNUAL REPORT

AND

1980
PROGRAM PROJECTION

OF THE

OVERALL ECONOMIC DEVELOPMENT PROGRAM

JUNE, 1980

PREFACE

It is the dawn of the eighties. For southeastern Massachusetts, the new decade holds much promise of an economic rebirth.

The region has plenty of available land; an abundant water supply; a large labor pool which existing and new industries can draw from; a good transportation network which provides access by land, air and water; and municipalities with sites prepared for industrial and commercial development. Most of all the region has the attitude and willingness to improve its economic climate.

Already the four cities which are members of the Southeastern Regional Planning and Economic Development District (SRPEDD) have begun to revitalize their central business districts; attract new industries and restore their cultural and historical resources. The signs of a renaissance are all around. With continued efforts and cooperation, an economic rebirth will come to full fruition in the eighties.

CONTENTS

I. INTRODUCTION....................................1

II. ADMINISTRATION

A. AREA DESIGNATION AND PARTICIPATING GOVERNMENTS..............................3
B. DISTRICT ORGANIZATION.............................5

III. DEVELOPMENT EFFORTS IN 1979

A. INTRODUCTION..............................9
B. INDUSTRIAL DEVELOPMENT..............................9
  1. Attleboro Area..............................11
  2. Fall River Area..............................12
  3. Plymouth Area..............................12
  4. New Bedford Area..............................12
  5. Taunton Area..............................13
C. COMMERCIAL DEVELOPMENT AND URBAN REVITALIZATION
  1. Attleboro Area..............................13
  2. Fall River Area..............................14
  3. Plymouth Area..............................15
  4. New Bedford Area..............................16
  5. Taunton Area..............................17
D. MANPOWER DEVELOPMENT..............................17
E. TRANSPORTATION..............................20
  1. Interstate 495..............................20
  2. New Bedford-Fairhaven Bridge..............................21
  3. Brightman Street Bridge..............................22
  4. Fall River State Pier..............................22
F. ENERGY..............................22
  1. Offshore Oil Drilling..............................22
  2. Coal Exploration..............................23
  3. Oil to Coal Conversion..............................23
  4. Coal Gasification..............................23
  5. Pilgrim Nuclear Power Plant II..............................24

IV. THE DISTRICT'S ECONOMY

A. INTRODUCTION..............................25
  I. The Broader Picture..............................25
  2. 1979 in Perspective..............................27
B. EMPLOYMENT..............................29
C. INDUSTRIAL GROWTH..............................29
D. POPULATION AND LABOR..............................31
E. MUNICIPAL FINANCES..............................32
F. LAND USE..............................32
G. HOUSING..............................33
H. TRANSPORTATION..............................33
I. WATER QUALITY..............................36

CONTENTS (CONT'D)

V. ECONOMIC DEVELOPMENT CENTERS....38

VI. POTENTIAL FOR ECONOMIC DEVELOPMENT

A. ANALYSIS OF POTENTIALS....43
B. CONSTRAINTS....45

VII. STRATEGY AND IMPLEMENTATION

A. PROGRAM AND PROJECT SELECTION....46
B. PROGRAM CONSIDERATIONS AND COURSE OF ACTION....47
C. PLAN FOR IMPLEMENTATION....56
  1. Rationale....56
  2. Tasks and Project Activities....59

APPENDIX

I. ADDITIONAL PROJECTS: NEW BEDFORD....1

II. TABLES AND FIGURES

EMPLOYMENT AND UNEMPLOYMENT....3
UNEMPLOYMENT RATES BY RACE....4
AVERAGE ANNUAL EMPLOYMENT BY MAJOR INDUSTRY DIVISION....5
NON-AGRICULTURAL WAGE AND SALARY EMPLOYMENT....6
APPAREL AND RELATED PRODUCTS IN THE DISTRICT....7
HOURS AND EARNINGS OF PRODUCTION WORKERS....8
DISTRICT POPULATION....9
POPULATION AND CIVILIAN LABOR FORCE BY SEX AND MINORITY STATUS....10
OCCUPATIONS OF PERSONS IN LABOR MARKET AREAS....11
AVERAGE ANNUAL WAGES OF WORKERS IN DISTRICT ESTABLISHMENTS....12
ESTIMATED PER CAPITA INCOME....13
MUNICIPAL VALUATION AND TAXATION....14
PAST AND PROJECTED LAND USE FOR THE DISTRICT....15
DWELLING UNITS....16

introduction

The mission of the Economic Development Administration (EDA) under the U.S. Department of Commerce is to enhance the national economy.* EDA assists communities and areas experiencing economic distress to help themselves achieve lasting improvement. EDA's role is to support the effort of local people in devising their own programs to solve problems. The program developed by local people to address an area's problems is the Overall Economic Development Program (OEDP). The OEDP is both a document and a process -- a process of area self-analysis, planning, and action to create new economic activity and improve community facilities and services.

The Public Works and Economic Development Act of 1965, as amended, requires that redevelopment areas and economic development districts such as SRPEDD formulate an OEDP. EDA must approve the OEDP prior to designating redevelopment areas and economic development districts as qualified to receive assistance.**

Continued eligibility of an EDA-designated redevelopment area or economic development district is contingent upon regular updating of the OEDP. This may be accomplished by submitting to EDA an Annual OEDP Report and Program Projection such as this one. Redevelopment areas located in a designated economic development district may satisfy this requirement by concurring with the district's annual report covering the area's activities.

An OEDP identifies assets and liabilities. It sets a course of action for dealing with problems created by unemployment and a sagging economy. Preparation of the OEDP is a process guided by a committee representing economic development interests in the area. Without this process efforts to tackle problems become disconcerted. But beyond making it easier for an area to address economic problems, the OEDP also makes the area eligible for EDA funding. In southeastern Massachusetts, SRPEDD receives EDA funding to prepare an OEDP which makes six redevelopment areas eligible for EDA grants.

Because SRPEDD updates the OEDP annually to maintain eligibility as an economic development district, member communities are also eligible for 10 percent bonuses on the total cost of public works projects.

The Annual OEDP does not include the detail of the original SRPEDD OEDP published in 1969. It provides, however, a review of accomplishments and significant changes in the economy during the past year and proposes a strategy to meet the new situation. This is a continuous and dynamic process.

---

* U.S. Department of Commerce, Economic Development Administration. EDA Handbook, June, 1977.

** ______________________. Guide for District Overall Economic Development Program, May, 1977.

The annual OEDP contains these elements:

- Fact gathering to assure understanding of current developments;
- Identification of potentials;
- Appraisal of urban places suitable to serve as centers for growth;
- Establishment of goals and intermediate objectives to direct development activities and measure progress;
- Devising a strategy for development -- a plan to achieve goals and objectives (a listing of projects); and
- Provision of a work program proposing methods for implementation of the strategy and projects.

Beyond making the area eligible for EDA funding, the most important aspect of the annual OEDP, by far, is the listing of projects in the region to be funded by EDA. Projects are ranked in order of priority. The listing provides guidance to EDA on which projects should be funded first.

administration

A. AREA DESIGNATION AND PARTICIPATING GOVERNMENTS

On November 13, 1969, the Southeastern Regional Planning Commission was designated by the Economic Development Administration (EDA) as an Economic Development District (EDD) under Title VI of the Public Works and Economic Development Act of 1965.

The purpose of an Economic Development District is to foster successful economic development on a large scale by grouping together economically distressed and healthy areas -- redevelopment areas and economic development centers or growth centers.

The District encompasses portions of three counties, twenty-seven municipalities and six redevelopment areas. The District's county membership includes: all of the communities in Bristol County with the exception of the towns of Easton and Dartmouth; the towns of Carver, Lakeville, Marion, Mattapoisett, Middleborough, Plympton, Rochester and Wareham in Plymouth County; and Plainville in Norfolk County.

Four of the District's redevelopment areas -- Bourne/Wareham/Rochester, New Bedford, Providence/Pawtucket, and Plymouth -- were designated in 1966. The Fall River Redevelopment Area was designated in 1972 and the Taunton Redevelopment Area was designated in 1974.

These redevelopment areas were designated on the basis of "substantial and/or persistent unemployment".* Redevelopment area designation enables an area to be eligible for the whole range of programs authorized by the Public Works and Economic Development Act.

Redevelopment areas were originally established on the basis of labor market area (LMA) information furnished by the Massachusetts Division of Employment Security (DES). Since designation, however, DES has changed the labor market area boundaries. The Bourne/Wareham/Rochester LMA has been eliminated, and Wareham and Rochester, both District communities, have been incorporated into the Plymouth and New Bedford LMA's respectively.

This new composition presents a problem by interrupting the continuity needed for trend analysis. Furthermore, the new labor market area boundaries are not similar to the federally designated Standard Metropolitan Statistical Areas (SMSA's) in the District -- Fall River and New Bedford. Figure 1 shows the present labor market areas in the District for which DES provides information.

---

*U.S. Department of Commerce, Economic Development Administration. Designated Redevelopment Areas under the Public Works and Economic Development Act of 1965, as Amended, October 1, 1978.

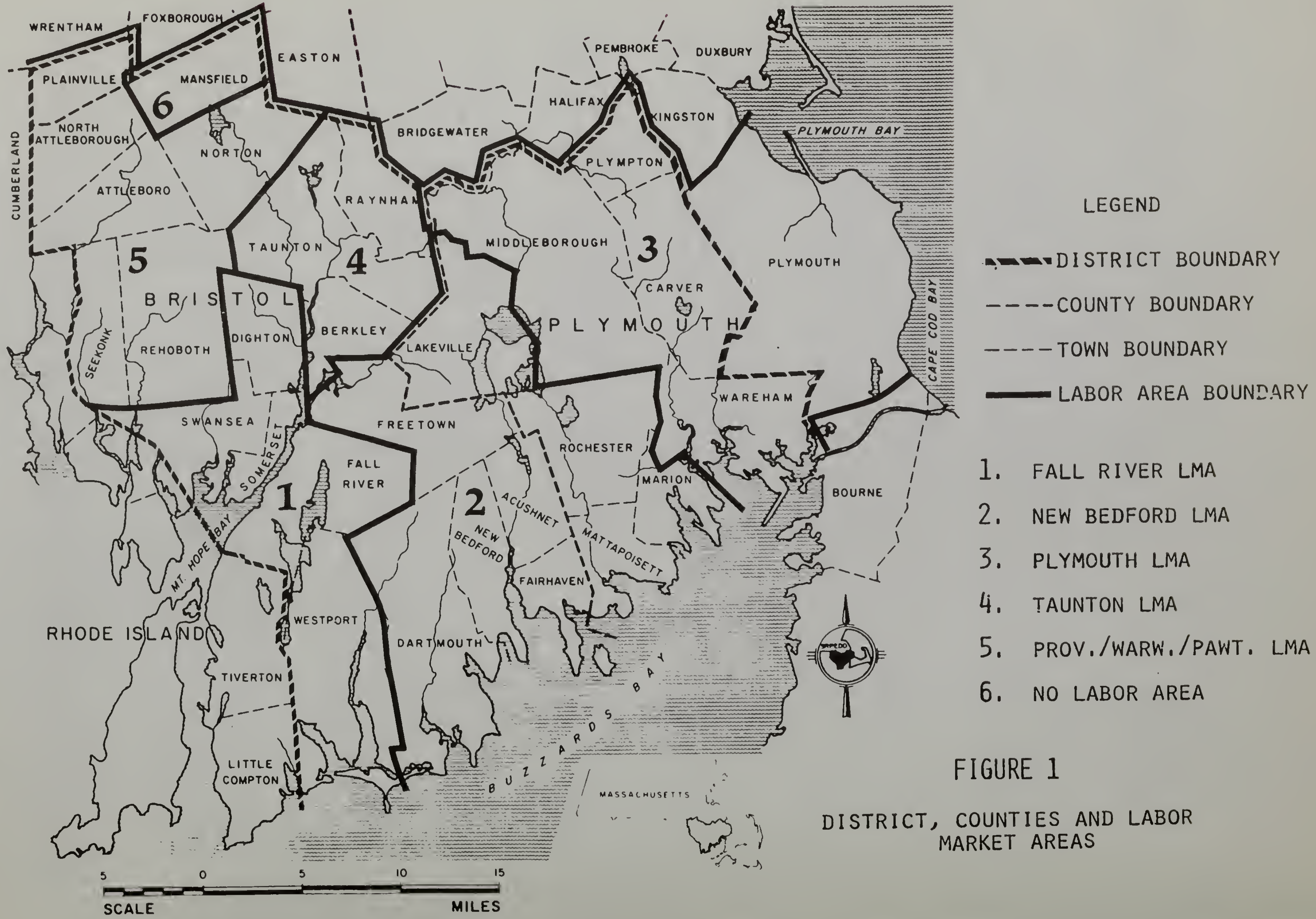


FIGURE 1

DISTRICT, COUNTIES AND LABOR MARKET AREAS

The District also has two designated economic development centers (EDC's) -- the cities of Fall River and Taunton -- and a redevelopment center (RC), the City of New Bedford. These growth centers are the economic activity nuclei of their respective redevelopment areas.

Redevelopment centers are those which are recognized as falling within a designated redevelopment area. Unlike economic development centers there is no limit on the population of RC's which may be in excess of 250,000 as of the last federal census.

B. DISTRICT ORGANIZATION

The Commission of the Southeastern Regional Planning and Economic Development District serves as the Overall Economic Development Program (OEDP) Committee for the District. The committee sets policy and provides guidance on all matters relating to the economic development of the District. But because of its size it relies on a smaller advisory committee, the Economic Development Committee (EDC) for specific recommendations. The EDC is broadly representative of local officials, labor, minorities, education and finance.

The EDC is responsible in conjunction with the OEDP Committee for developing criteria, and ranking economic development projects in the District. The committee also guides and assists the overall staff effort to prepare and implement the District's economic development program.

Membership lists for both committees are included in this section. The District Commission serving as the OEDP Committee met ten times in 1979 to make decisions and set policies on matters impacting on the District. Minutes of the meetings have been forwarded to EDA. The Economic Development Committee met four times during the year.

In 1979, one At-Large Commissioner representing low income and minority groups in the District was selected to serve on the OEDP Committee according to a District policy modified early in 1980. The policy provides for annual selection of representatives conducted by community groups meeting in caucus in each OEDP area of the District.

TABLE 1

COMMISSION MEMBERS
1979

CITY/ TOWN	MEMBER	OCCUPATION/ AFFILIATION	REPRESENTATION
Acushnet	James S. Madruga	Asst. Clerk of Courts	Government
	Richard Ellis*		Local Plan.
Attleboro	Howard Ireland	Ind. Dev. Commission/ Redevelopment Authority	Local Develop.
	Melville Moody	Cable Splicer	Labor
Berkley	Steven Bachand	Farmer	Agriculture
	S. Kenneth Woodward*	Teacher/Plan. Board	Education/Plan.
Carver	David G. Knight	Econ. Dev. Planner	Economic Dev.
	Timothy McGillicuddy*	Custodian	Local Plan.
Dighton	Allan Campbell	Civil Engineer	Government
	Manuel Ferreira*	Restaurant Owner/ Planning Board	Business/Local Planning
Fairhaven	Kenneth R. Vining	Retired	Elderly
	Raymond Fleurent*	Contractor/Plan. Bd.	Business/Plan.
Fall River	Alfred Edwards	Planning Director	Plan./Gov't
	Robert P. Alves	Fireman/Plan. Bd.	Local Plan.
Freetown	Marianno Rezendes*		Government
	Robert Guarino*	Firefighter/Plan. Bd.	Local Plan.
Lakeville	Luke Leonard	Teacher	Education
	Francis Clegg*	Planning Bd.	Local Plan.
Mansfield	Elwyn Atherton		Government
	Christopher Matoian, Jr.*	Planning Board	Local Plan.
Marion	Joseph P. Zora*	Auto Foreman/Select.	Government
	Robert L. Sundblad*	Engineer/Plan. Bd.	Local Plan.
Mattapoisett	Frederic Farnham*	Teacher/Planning Bd.	Education/Local Planning
Middleborough	Lawrence Carver*	Salesman	Business/Gov't.
	John A. Moore*	Teacher/Plan. Bd.	Education/Plan.

* Elected Officials

CITY/ TOWN	MEMBER	OCCUPATION/ AFFILIATION	REPRESENTATION
New Bedford	Robert B. Davis Richard Walega	City Planner City Planning Director	Local Gov't Local Plan.
North Attleborough	Albert M. Larsen W.Russell Schofield Jr.*	Town Planner Store Owner/Plan. Bd.	Local Plan. Bus./Local Plan.
Norton	William Jordan	Research Engineer	Gov't./Ind.
Plainville	Edward S. Serwinski*	Mech. Engineer/Select.	Government
Plympton	Lee A. Johnson Richard Gauley*	Teacher Salesman/Plan. Bd.	Education Business/Plan.
Raynham	Emeline MacDonald	Registered Nurse	Health/Gov't.
Rehoboth	George D. Schoeler* Kenneth Hunnibell*	Retired Assoc. Prof./Plan. Bd.	Government Education/Plan.
Rochester	Julia S. Enroth* Joseph Chamberlain*	Selectman Planning Board	Government Local Planning
Seekonk	Elizabeth Barker* Charles Terzian*	Selectman Service Station Owner/ Planning Board	Government Business/Local Planning
Somerset	Laurent Guay Leonard R. Torchia*	Mechanical Engineer Sales Rep./Plan. Bd.	Government Business/Plan.
Swansea	Daniel Morgado Richard Burgess*	Executive Secretary	Government Local Planning
Taunton	Fernand Medeiros* Raymond Furmanik	Mech. Eng./City Council Farmer/Plan. Bd.	Government Agriculture/ Local Planning
Wareham	Richard W. Post, Jr.* Robert F. Packard*	Tire Merchant Metallurgist/Plan. Bd.	Business/Gov't. Local Planning
Westport	Roxanne Delano George M. Hall*	Adminis. Assistant Retired	Government Local Plan.

COMMISSIONER-AT-LARGE

Taunton Area	Dr. Karl Eklund	Scientist/Writer	Minority/Low Income

* Elected Officials

TABLE 2

ECONOMIC DEVELOPMENT COMMITTEE

1979

COMMISSION MEMBERS

Robert Davis
City Planning Department
New Bedford, MA

David G. Knight
(Director, JOBS for Fall River)
Carver, MA

Julia S. Enroth
(SRPEDD Chairman)
Rochester, MA

Timothy J. McGillicuddy
(Custodian, 4th District
Court)
Carver, MA

Fernand Medeiros, PE
(Mechanical Engineer)
Taunton, MA

Robert L. Sundblad, PE
(Professional Engineer)
Marion, MA

PUBLIC AND PRIVATE SECTORS

Eddie L. Johnson
Massachusetts Task Force
on Construction and
Employment/NAACP
New Bedford, MA

Mary Morss
Executive Director
Bristol County Development Council
Fall River, MA

Dr. Richard J. Ward, Dean
College of Business and Industry
Southeastern Mass University
North Dartmouth, MA

Robert S. Karam
Karam Ins. Agency, Inc.
(Chairman, JOBS for Fall Rive
Fall River, MA

Aaron Mittlemen
President
New England Apparel
Mfg. Association, Inc.
Fall River, MA

Chester Twardzicki
Director, Industrial
Development Corp.
N. Attleborough, MA

John Vivian
President
Taunton Savings Bank
Taunton, MA

---

development
efforts
in 1979

A. INTRODUCTION

In 1979 the District's four cities -- Fall River, New Bedford, Taunton and Attleboro -- continued major efforts to turn the economy of southeastern Massachusetts around. Along the way major milestones were reached -- a changed perception at the state and even national levels that the District's older cities may be exciting places to do business; new and revitalized structures attesting to the urban revitalization efforts planned for years; expansion of existing businesses and creation of new ones throughout the region, especially in the northwestern part of the District and a total atmosphere of preparedness for industry's needs, including: manpower training; industrial buildings and space; and a spirit of cooperation.

The District has had a role in most of these efforts through direct assistance and its review function under Circular A-95 of the Office of Management and Budget. The District was also responsible for serving as a catalyst in many region-wide efforts impacting on the economy of southeastern Massachusetts. This section focuses on major developments in 1979. There were many efforts conducted by the District, the cities and small towns alike which are not listed for the sake of brevity.

In terms of EDA project development the second phases of two industrial parks in the region were funded by EDA in 1979 - the North Attleborough and Taunton industrial parks. The application for the State Pier in the City of Fall River was accepted by EDA. The District worked closely with the municipalities involved in these projects. All three projects hold much promise for the economic development of southeastern Massachusetts.

B. INDUSTRIAL DEVELOPMENT

1. ATTLEBORO AREA

In terms of manufacturing growth, the Attleboro Area is one of the healthiest areas in the region. In 1979, the area continued to register strides in industrial development. The area includes the City of Attleboro and, the towns of North Attleborough, Norton, Plainville, Rehoboth, and Seekonk. For the purposes of discussion in this section, the Town of Mansfield is also included in the Attleboro Area, although it is not in the labor market area.

In tax exempt bonds alone, the area received $11 million in 1979. The funds, allotted to five area firms, are expected to create 186 jobs.

Texas Instruments, a high technology industry, is located in the City of Attleboro. The company's employment over the past few years has ranged around 5,000. Another big segment of all industrial employment in Attleboro and North Attleborough is jewelry manufacturing.

Jewelry firms in the area, however, face an "anxious" future. The inflationary state of the economy and growing import competition are problems. Although high priced jewelry is expected to do well, costume jewelry may be victim to cautious buying.

For the present, however, some expansion is still taking place. The Roman Company, for example, a manufacturer of personalized costume jewelry, moved into Attleboro Industrial Park in 1979. The firm expanded its facilities by 4,000 square feet and provided an additional 40 jobs.

In North Attleborough, the EDA funded industrial park is progressing steadily. Land developed under phase one of the park is practically all sold and another 30 acres are committed under phase two which was funded in 1979, with EDA money. Presently the park has seven firms with approximately 500 employees.

The 130 odd acres still available in phase two have great potential due to the park's proximity to three major interstate highways - 95, 295 and 495. The success of the park is of special importance to the District. The District has worked closely with the economic development community in North Attleboro in obtaining EDA funding for the park.

In Mansfield, the Cabot, Cabot, and Forbes Industrial Center continued to grow in 1979. The center boasts 29 firms employing 4,300 employees and still has 400 acres available for development. In 1979, about $4.5 million worth of construction took place in the park. Cabot, Cabot and Forbes' Vice-President for New England doesn't see a recession stopping this trend. In the next ten years the park is expected to provide 8,000 to 10,000 jobs due to manufacturers following distributors.

In the past few years, the center which consisted mostly of warehousing has attracted high technology firms such as Codex Corporation and Datel Systems. Codex, a data communications manufacturing firm, has been growing extremely fast. The firm came from Newton in 1975 with 125 workers and by the end of 1979 employed around 2,000 workers. By May, 1980, when another one of its buildings is completed, it is expected to employ another 800. Codex facilities director explains that Codex chose Mansfield because the labor force in the area was not "milked" like the Boston market.

2. FALL RIVER AREA

In the Fall River Area examples of an economic turnaround are pervasive. Long burdened by a sagging economic base dependent on the apparel and textiles industries the area is showing signs of new vitality. The area is beginning to attract the diversified industrial base it so desperately needs. The Fall River Area includes the City of Fall River and the towns of Dighton, Somerset, Swansea and Westport.

In the City of Fall River the new slogan is "We're moving." Led by an administration that emphasizes cooperation between the public and private sectors, and an aggressive approach to attract businesses, the city is overcoming many of its problems. In one year, 10 new companies moved into the city and at least three existing businesses invested in major expansions. One of the new companies moved to Fall River from the south, an indication that the industrial migration pattern of the past 50 years is beginning to reverse itself.

A recent energy development also holds much promise for Fall River. Early in 1980, EG&G of Wellesley announced that it will be locating a $1.8 billion coal gasification plant in the City. The plant is expected to create 5,000 construction jobs and 1,000 permanent jobs.

The Fall River Industrial Park is a show-piece of industrial growth in recent years. The 700-acre park has 12 firms that employ 1,500 workers. Two hundred acres are still available for development.

Some of the firms which located in the City of Fall River in 1979 include: Bee Fiberglass; Kameyama U.S.A.; Clevpak Corporation; Systems Architects; and Bellapast Machinery. These firms represent an additional 987 jobs. Recently Milton Bradley Company, a manufacturer of electronics toys, also announced it will be moving into the city. The success in attracting this high technology industry is due to many factors, one of which is the two-day Business and Industry Conference in Newton conducted by Fall River at the end of October, 1979. The conference has been praised by many as a successful innovative approach to inform the business community of the city's assets for development

Next door to Fall River the Town of Somerset attracted a new company in 1979 - Data Packaging Corporation. The company produces a variety of plastic computer-related products and is expected to employ 100-300 new employees in its new 65,000 square foot plant.

3. PLYMOUTH AREA

The communities in the Plymouth Area which are members of the District include: Carver, Middleborough, Plympton, and Wareham.

The Wareham Industrial Park which has been funded with EDA money so far has only attracted one business employing around 100 people. The Town of Wareham, however, has been able to attract the New Bedford Gas and Edison Light Company. The Company is expected to build a $5 million building and will employ 375 people.

4. NEW BEDFORD AREA

In the New Bedford Area efforts to attract new industries and bolster existing industries are also paying off. The City of New Bedford has limited space in its industrial park and is undertaking cooperative efforts with the Town of Dartmouth to expand its industrial space.

The New Bedford Area includes the City of New Bedford, and the Towns of Acushnet, Dartmouth, Fairhaven, Freetown, Lakeville, Marion, Mattapoisett and Rochester.

The manufacturing base in the City of New Bedford, although dependent on the textiles and apparel industries is more diversified than that of the City of Fall River. Like Fall River, however, New Bedford is also trying to attract the high technology industry. Recently, Varian Associates, an internationally known high technology company, announced that it will open a facility in the City. The operation is expected to employ 75 to 80 persons initially. The company sited two important reasons for moving to New Bedford: the labor force and available training programs.

At year end, the City's Industrial Development Commission claimed that 310 new jobs were created in six new firms. The facilities were expanded with the aid of industrial revenue bonds totalling $10.3 million. Another eight businesses are in the process of securing $12 million in industrial revenue bonds and expect to hire an additional 437 persons.

The fishing industry in New Bedford is also booming. In 1979, New Bedford registered a record catch value of $67.4 million and ranked fourth in the nation in terms of catch value. New Bedford also saw seven new scallopers and 15 new trawlers added to the fishing fleet in 1979. The fleet which stood around 120 vessels in the early seventies has grown to roughly 170.

5. TAUNTON AREA

In the Taunton Area, the Myles Standish Industrial Park located in the City of Taunton offers great potential. Development of the park is expected to provide 4,000 to 6,000 jobs in manufacturing, distribution and warehousing. Overall development of the park which has been funded with EDA money hinges on the construction of Interstate 495 from Mansfield to Raynham. The highway is expected to be completed by 1981-82.

Development of phase one has begun and a grant of $1.6 million was received in 1979 from EDA for development of phase two. Under phase one, which consists of 94 saleable acres, two companies have already located in the park: Boyden Plastics with a total of 150 employees; and Waters Associates which is expected to employ up to 500 employees.

On another site in the City of Taunton, Compugraphics Inc., a rapidly growing firm with plants north of Boston, plans to build by 1981 or 82 a 100,000 sq. ft. plant with a potential for 300 jobs. The Taunton Area along with the Attleboro Area have fared much better in the last few years in terms of manufacturing employment than the rest of the region. These two areas making up the northwestern part of the region have continually registered growth in manufacturing employment. The southern portion of the region, however, has made considerable efforts in the recent past to catch up.

C. COMMERCIAL DEVELOPMENT AND URBAN REVITALIZATION

In 1979, major commercial development in the District occurred in conjunction with central business district revitalization efforts. The trend towards suburban mall development also continued. Major expansion is underway in the Swansea Mall. New mall development is planned for South Attleboro, and the Dartmouth Mall. In the face of possible negative impact on major investment committed to downtown, the District has been monitoring suburban mall expansion.

1. ATTLEBORO AREA

In 1979, the City of Attleboro continued its efforts in overall urban renewal. The Union Park Plaza Urban Renewal Project plan was prepared with the assistance of the District and encompasses two blocks at Union and Park streets. The project will produce 25,000 square feet more retail space in downtown Attleboro -- an increase of roughly $18,600 in taxes. The project will also include a new city hall and police station.

The overall urban renewal program is expected to be complemented by an Urban Development Action Grant for $4 million and private investment up to $16 million over four years. These efforts will open up about 200 jobs, assist in the construction of 247 units of housing and yield the city about $500,000 per year in additional taxes.

In south Attleboro, the Mugar Group and Federated Stores Realty, Inc., propose to open a $30 million shopping mall. The mall has come under community scrutiny because of its impact on Sweedens Swamp and the traffic volumes projected to be generated. If developed the mall is expected to yield between $500,000 to $750,000 in taxes and employ around 2,000 people.

2. FALL RIVER AREA

In August 1979, groundbreaking ceremonies were held for the $3.2 million downtown shoppers mall on South Main Street. The $3.2 million financial package serves as the necessary ingredient for receipt of a $1.6 million Urban Development Action Grant for construction of a downtown parking deck and off-street parking facility to serve the shopping area. This grant will provide parking for 414 cars. It is expected to leverage private investment in the downtown area to the tune of $11,665,200.

Private commitments include: South Main Place, a new mini-mall; and construction of 260 units of "Section 8" housing for elderly people and moderate income families. The city also allocated $250,000 in block grant funds for the restoration of the Academy Building, the only structure in the city to be listed in the National Historic Register. The building is expected to house 100 units of rehabilitated housing and return the downtown section to a neighborhood with a suitable mix of residential and commercial uses.

The Heritage Park Steering Committee is overseeing the development of the Waterfront Heritage Park funded in 1978 with a $5 million state grant.

The proposed park development will extend for about three quarters of a mile along the Taunton River, from the Braga Bridge-Battleship Cove site north to Baylies Street and the new Bicentennial Park.

The park consists of a comprehensive development package including tourism and commercial development. It will include pedestrian walkways, bicycle paths, parking areas and a community sailing pavillion. It is expected to leverage private investment from $12 to $17 million in the form of a marina, two multi-storied luxury apartment complexes, a motel and specialty shops.

In the Town of Swansea efforts are continuing to rehabilitate Ocean Grove, a coastal section having a high concentration of substandard housing. Blighting influences have tended to lower property values and resulted in business closings and loss of employment opportunities.

Rehabilitation efforts are expected to include: renovation of the Bluffs Community Center; development and upgrading of parking areas; construction of a boardwalk adjacent to the beach line; construction of a fishing pier; landscaping; lighting and safety design considerations; and a maintenance program.

3. PLYMOUTH AREA

In the Plymouth Area, the Town of Wareham has expanded major effort in community revitalization. With a $1.7 million grant from the U.S. Department of Housing and Urban Development, Wareham will continue its neighborhood revitalization focusing on Onset Village -- the largest concentration of substandard housing, low and moderate income residents, and minority households.

Funding will be used for housing rehabilitation, public improvements, and direct financial assistance to new and existing small businessmen who cannot secure conventional financing to rehabilitate their dilapidated and vacant properties. Financial assistance will help them produce revenue and jobs.

Focus on Onset Village over the past three years has included residential and commercial rehabilitation, public improvements (parks, streets, sidewalks, etc.), winterization and beautification programs. These programs have all been conducted with funding from various federal agencies. EDA alone contributed $1,270,000 for public improvements.

The District has provided assistance to Wareham in its application efforts, prepared a Master Plan for the town, served on the Selectmen's Executive Committee for Wareham's Economic Development and is now serving on the Local Development Corporation.

4. NEW BEDFORD AREA

The city administration views its historic downtown district as the nucleus of the city's revitalization. The charming historic district known to many as the home of "Moby-Dick" is the product of 17 years of commitment. In 1979, WHALE, the Waterfront Historic Area League, Inc., conducted a five-year survey on the historic district. These were the findings:

- Public Investment - $2,757,000 in public works and building improvements;
- Private Investment - $4 million for 36 out of 70 buildings;
- Jobs - an increase of 210 with the two largest generators employing 40 people each - the Freestones and the Candleworks Restaurant;
- Housing - seven new residential units where there were none; and
- Assessed Valuation - a total of $941,545 representing a 39 percent increase for the city over 1974.

The historic district is also responsible for the increased tourism being experienced in the city. In 1979, there were 520,603 visitors to New Bedford, compared to 259,000 in 1976. Downtown stores by all accounts also thrived in 1979 and businessmen are optimistic for 1980. Part of the optimism is based on a three-year downtown development program funded with $704,000 in community development money to connect the city's shopping district with the waterfront district. The program includes: street lights; trees; brick sidewalks; a sign ordinance; and acquisition of parking space.

With approval by the Federal Reserve Board of acquisition of Southeastern Bancorp by First National Bancorp of Boston, the downtown superblock proposal advanced one step further. The merger is the key to the superblock development, a service oriented complex which includes two urban renewal parcels: a 5.43 acre site across from the Post Office; and a 1.44 acre hotel site east of the Elm Street parking garage. The $25 million complex will comprise an eight to 12 story office tower and new retail shops. The project will include extensive rehabilitation of the Claremont and Olympia buildings for shops and offices. A 170-room hotel is also proposed.

In 1979 the New Bedford Redevelopment Authority sold 15 urban renewal parcels encompassing 501,000 square feet. Developers invested $1.6 million in buildings and site improvements. The most active area of development was the city's South Terminal which has become the center for the city's fish processing and is now almost full.

Two other major expansions are also planned for the city: a $4 million five story wrap-around addition to the New Bedford Institution for Savings; and a $20 million expansion of St. Luke's Hospital. The bank's expansion will give New Bedford its newest and biggest face-lifting since construction of the pedestrian shoppers mall.

5. TAUNTON AREA

In the Taunton Area revitalization efforts can finally be observed. The Taunton Area includes the City of Taunton, and the towns of Berkley and Raynham.

Court Street '76 which was planned with District assistance is 95 percent complete. The project includes renovations and additions at the Taunton Savings Bank and Taunton Tire Service. Next door to Court Street the Taunton Daily Gazette has constructed a new building which blends well with its environs. Near Morton Hospital, the new Thayer Medical Building was also constructed in 1979.

Many more revitalization efforts in the central business district are planned for the near future.

D. MANPOWER DEVELOPMENT

On November 15, 1979, Governor Edward King of Massachusetts announced that the City of Fall River would be one of the four cities in the state to have a regional manpower skills center. This meant that in an application submitted to EDA by the Massachusetts Department of Manpower Development, Fall River would be proposed as one of the four sites. If and when the application is funded, Fall River will have a regional skills center which will primarily meet the manpower training needs of high technology industry.

In trying to diversify the economic base of the region, the District's largest cities have tried to attract high-technology industry. Although the District has a large pool of available labor, the skills center may provide the added incentive for high-technology industries.

The state's decision to include Fall River as one of the four sites in the EDA application came after extensive input from various parties including a report prepared by the District.

The Overview of Recent and Expected Economic Development in Southeastern Massachusetts was prepared at the invitation of the Massachusetts Department of Manpower Development to assist the state in locating a skills center in southeastern Massachusetts. The report addressed the criteria outlined by the state for locating the center: accessibility to disadvantaged persons; accessibility to high growth employment; and training capacity to meet identified gaps and deficiencies in existing training programs.

The report found that the majority of the District's disadvantaged population lived in the eastern part of the region while manufacturing employment growth was taking place in the western part of the region. The center would have to be close enough to the disadvantaged population, yet provide access to the high growth employment areas. The report also identified training needs in academic programs for trade professions -- health, business and management, engineering and computer technology.

Table 3 lists the existing occupational training programs related to primary sector employment or in high demand in southeastern Massachusetts. Such trades as carpentry or electricity were not included. These programs should meet the non-academic occupational training needs in the region. There are several identified problems, however.

A survey conducted in May, 1979 by the CETA Consortium in New Bedford found the following non-managerial positions as needed in the next twelve months: stitchers (needed by 19% of the responding industries); clerical (17%); machine operators (12%); and tellers (9%). The Consortium then proceeded to establish a stitcher training program among others. But while response to a teller training program was extremely good, very few people were interested in stitcher training.

The problem the apparel industry is facing is one of image. Many apparel industries have improved work conditions and raised wages but workers still view apparel shops as "sweat shops". In the northern part of the region the jewelry industry faces the same situation.

Balfour, an Attleboro jewelry industry, states that jewelry is an artistic industry in which wages and working conditions are competitive with other industries. The "sweat shop" image, however, which has some historical basis, has stuck and is a contributor to the growing shortage of craftsmen.

TABLE 3

OCCUPATIONAL TRAINING IN SOUTHEASTERN MASSACHUSETTS

INSTITUTIONS	HIGH SCHOOLS															COLLEGES			CETA		
PROGRAM	APPONEQUET (FREETOWN LAKEVILLE) REG. VOC.	ATTLEBORO VOC. TECH.	BRISTOL-PLYM. REG. VOC. TECH. (TAUNTON)	CAPE COD REG. VOC. TECH. (HARWICH)	DIGHTON-REHOBOTH REG. VOC. (REHOBOTH)	FALL RIVER GIRLS VOC.	GREATER F.R. (DIMAN) REG. VOC. TECH. (FALL RIVER)	BMC DURFEE (FALL RIVER)	KING PHILIP REG. VOC. (WRENTHAM)	MARTHA'S VINEYARD REG. (OAK BLUFFS)	NEW BEDFORD VOC.	OLD COLONY REG. VOC. TECH. (ROCHESTER)	SILVER LAKE REG. (KINGSTON)	SOUTHEASTERN REG. VOC. TECH. (SOUTH EASTON)	UPPER CAPE REGIONAL VOC. TECH. (BOURNE)	BRISTOL COMMUNITY (FALL RIVER)	CAPE COD COMMUNITY	MASSASOIT COMMUNITY	NEW BEDFORD	FALL RIVER	TAUNTON
HEALTH																					
LPN			X												X					X	
Other			X			X	X	X	X	X	X			X	X	X	X	X			
OFFICE																					
Data Processing							X					X								X	
Other							X		X					X						X	X
TECHNICAL																					
Basic Engineering																X	X	X			
Civil Technology																X					
Drafting Tech.																X					
Electrical Tech.																X					
Electronic Tech.							X									X		X			
Electro. Mach.																X		X			
Mach. Tech.																X					
TRADES & INDUSTRY																					
Drafting		X					X		X		X	X		X						X	
Electronics		X		X			X				X	X	X	X	X				X		
Machine Shop	X	X			X				X		X	X		X					X		
Steam Eng.											X										
Metal Fab.		X					X		X		X		X	X	X						
Precision Sheet Metal									X					X							
Culinary Arts		X		X			X	X	X	X	X	X	X	X	X				X		
Welding							X		X		X	X							X		
Sewing								X											X		

In a survey conducted by Bristol-Plymouth Regional Technical School more than 50 percent of the industries responding expressed interest in a school training program for the jewelry and silver industries.

In the future, these are some of the issues which the regional manpower skills center should address. The center should try to coordinate the occupational training programs already existing and close identified gaps.

E. TRANSPORTATION

In 1979, several transportation projects had major impact in the economic development of the District. These include: Interstate 495; the New Bedford-Fairhaven Bridge; the Brightman Street Bridge; and the Fall River State Pier.

1. INTERSTATE 495

Construction of Interstate 495 will have major impact on the District for the coming twenty years. Interstate 495 will provide the "missing link" from Mansfield to Raynham and open the traversed communities up for commercial, residential and industrial development. After construction of I-495 in 1981, not much major highway development is expected.

The following are some of the expected impacts for each District community traversed by the highway:

- Attleboro -- Total non-manufacturing employment is expected to increase by 10,734.
- Mansfield -- The Cabot, Cabot and Forbes I-95 Industrial Center will benefit from I-495 but is not dependent upon it for success. When completely developed the center will provide up to 10,000 jobs.
- Norton -- Total employment is expected to increase by 1,317 in the foreseeable future. Development of two industrial areas will add another 2,600 jobs in the long range. The two industrial areas include: the 700-acre industrial zone off South Worcester Street (sewerage is presently lacking, and a large portion of the site consists of wetlands); and Dever School land up to the Taunton line.
- Raynham -- Total employment is expected to increase by 1,804 in the foreseeable future. Development of two industrial areas could add 7,800 more jobs in the long range. The two industrial areas include: Route 24/25 triangle (presently there are no direct connections to the highways); and the Route 138 site (much of the land is wet).

- Taunton -- Total employment is expected to increase by 5,019. The Myles Standish Industrial Park, which is the major industrial area affected by I-495, will contribute a large portion of this figure.

2. NEW BEDFORD-FAIRHAVEN BRIDGE

In 1979, Governor Edward King announced that the New Bedford-Fairhaven Bridge is a priority in his administration. But construction of a new bridge is still several years away.

In October 1978, the State Department of Public Works (DPW) approved a contract for an environmental and engineering study for the New Bedford-Fairhaven Bridge.

The contract marked the first step in the process of getting the bridge constructed. The 76 year-old bridge has been determined by numerous professional studies to be structurally and functionally obsolete. A District study of the bridge conducted in 1977 recommended replacement of the bridge to accommodate large beam vessels. The District also has assigned top priority to bridge construction in its annual Transportation Improvement Program, a list of projects setting priorities for funding by DPW.

The estimated cost of the bridge is $22.2 million. It will take at least six years of uninterrupted work to study, design and build. Replacement of the bridge is necessary not only for travelers but also if New Bedford is to take a front seat in onshore oil support activities. The ship channel through the bridge -- a 95 foot clear span -- is at the heart of the urgency. Oil companies today use a 110 foot vessel. It will be impossible for them to pass through the bridge to the deepwater docking facilities at the North Terminal.

As a member of the Greater New Bedford Forum's Economic Development Task Force, the District has joined the chorus of those who want to see replacement of the bridge no later than 1983. A new bridge with comfortable shipping access to the broad tracts of vacant North Terminal land and a reliable drawbridge mechanism will enable New Bedford to reap the benefits of off-shore drilling which may provide up to 2,600 construction jobs and 500 permanent jobs.

3. BRIGHTMAN STREET BRIDGE

The Brightman Street Bridge has been the subject of a Taunton River Corridor Crossing study undertaken by the District for the past two years. The bridge has been in poor condition for several years. But it was not until last September when the bridge had to close down due to damage that the need for replacement of the bridge became recognized by everyone. Many of the businesses in Somerset claimed a loss in revenue due to the bridge closedown.

Major upgrading of the 73-year old bridge costing $3.2 million was scheduled to begin in early 1980. Construction of a new bridge just north of the present bridge which connects Somerset with Fall River as recommended by the District's study will likely not take place for another six to ten years. Meanwhile bridge upgrading is expected to last fifteen years.

4. FALL RIVER STATE PIER

In 1979, the funding application for the Fall River State Pier Modernization Project was accepted by EDA. The close to $3 million project to upgrade the state pier is based on an EDA funded Port Development Feasibility Study. The study recommends modernization, development and reconstruction of the public marine terminal in the city. The project is expected to create around 2,000 jobs.

F. ENERGY

In 1979, several energy developments occurred which are expected to have a major impact on the economic development of the District. These include: offshore oil drilling; coal exploration; an oil to coal conversion; a coal gasification plant; and Pilgrim Nuclear Power Plant II.

1. OFFSHORE OIL DRILLING

In December 1979, 73 of the 116 tracts on Georges Banks offered by the U.S. Department of the Interior were bid on by several oil companies. Offshore oil drilling 100 miles off Cape Cod in one of the world's richest fishing grounds could begin in June 1980. For the region offshore drilling has posed a dilemna for the past two years. The region is heavily dependent on oil yet cannot afford to endanger the $1 billion-a-year fishing ground which is Georges Banks. Offshore drilling is also expected to have a tremendous impact on the economic development of the region, both in direct terms and spinoff effects.

Both New Bedford and Fall River have been suggested as possible oil industry support sites. The U.S. Department of the Interior estimates the following impacts on a directly affected average sized county.

- A rise in employment from 1,000 to 4,000 jobs (many jobs, however, would go to in-migrating residents);
- A rise in earnings from two to 11 percent;
- An increase in construction work from 30-90 percent; and
- An increase in demand for services from $1.3 to $6.7 million per year.

2. COAL EXPLORATION

In October 1979, the U.S. Department of Energy awarded $340,000 to Boston College for coal exploration in the Narragansett Basin area. Earlier exploration placed deposits in the basin at more than 400 million tons of anthracite. The basin runs from Brockton to Plainville to Middleboro to Rhode Island.

Coal seams in the basin are as high as 30 feet in thickness making the basin competitive with the Appalachian region. It is expected that by 1985 it may be economical to mine coal in the basin. Clearly, the environmental issues involved in coal mining should be addressed prior to that time.

3. OIL TO COAL CONVERSION

In October 1979, a $130 million project to permanently convert three of Brayton Point Station's generating units from oil to coal burning was announced by New England Power Company. The work is expected to be completed by 1981.

Brayton Point station located in Somerset is the first power plant in New England, and the largest in the nation, to convert to coal burning on a voluntary basis. The conversion is expected to decrease New England Power's use of oil by 50 percent and its dependence on imported oil by 10 to 12 million barrels a year.

4. COAL GASIFICATION

Another breakthrough in energy development occurred recently with a proposal from a private energy firm to build a $2 billion synthetic fuel plant in Fall River. EG and G of Wellesley announced that it would be purchasing a 3,800-acre site in northeastern Fall River for the proposed coal gasification plant.

The facility would be the largest and one of the first of its kind in the world if it overcomes all the technological, economical and environmental hurdles. The 1,000 megawatt facility would heat coal to produce electricity, methanol gas and sulfur. The project is expected to create 5,000 construction jobs and 1,000 permanent jobs. State and local officials have praised the proposal and pledged their help to see it through.

5. PILGRIM NUCLEAR POWER PLANT II

Another energy project which will have substantial economic impact on the District although located in Plymouth is the Pilgrim Nuclear Power Plant II. The plant will be located on a site adjacent to the present PILGRIM I plant, and will be capable of producing 1150 megawatts of power for the majority of New England. Construction stages will take place over a six year period, starting in 1981. The latest cost estimate for construction is $2.6 million. The number of jobs to be created in the plant is projected at 2000 for construction and 175 for actual plant operation.

It has been estimated that the installment of Pilgrim II will save about 12 million barrels of oil which would otherwise be used for electrical power generation each year. This project takes on added significance for New England which relies on nuclear power for 33 percent of its electrical needs, as compared to only 12 percent for the U.S. as a whole.

the
district's
economy

A. INTRODUCTION

1. THE BROADER PICTURE

> JOBS LOST DURING TWO DECADES OF A MANUFACTURING DECLINE HAVE BEEN REPLACED. ABANDONED TEXTILE MILLS HAVE BEEN TURNED INTO INCUBATOR SPACE FOR THE HIGH TECHNOLOGY INDUSTRY.

While the rest of the nation worries about an impending recession, New England is humming with economic vitality. The New England states have long been credited with the ability to turn talent and new ideas into profitable businesses. The area has done it again, this time with the high technology industry - the computer industry.

From 1967 to 1974 New England lost 6.2 percent of its manufacturing jobs while the rest of the nation gained an average 24 percent. Beginning in the 1950's, New England was faced with an exodus of industry, particularly the textile industry. The industry had matured and moved south looking for cheaper labor. The results were high unemployment rates and "tired mill cities" trying to survive. Southeastern Massachusetts was a victim of this syndrome.

Today New England unemployment is 5.6 and Massachusetts boasts 4.8 percent while the national annual average is 6 percent. Southeastern Massachusetts, however, still trails behind with 7 percent unemployment. The District in fact has not benefited substantially by the boom of the high technology industry. Although the northwestern part of the region has registered growth in the industry, the rest of the region is more distant from the "128 belt" and has not benefited as directly.

Five years ago prior to the 1974-75 recession, most economists did not see the potential of high technology industries. Last year, however, Massachusetts manufacturing jobs climbed 15.1 percent while jobs in the high technology sector jumped 32 percent.

In the Fall River and New Bedford areas there is a high reliance on the textile and apparel industries. Historically, these industries have not done well in recessionary times. If the economic indicators are correct, a recession is impending. While Massachusetts as a whole is expected to withstand it well due to the booming high technology industry, southeastern Massachusetts will not be as well cushioned.

In an article in the New England Economic Review published by the Federal Reserve Bank of Boston, John Hekman, an economics professor at Boston College, theorized that Massachusetts is constantly developing new products and industries which eventually move out when they mature. Hekman traced the evolution of the textile industry from a highly technical research phase to a more mature automated phase.

In its early innovative stages the industry needed highly trained personnel, while in its later stage it needed inexpensive labor. In the beginning, Massachusetts, as the center of education, provided the trained personnel needed for research and development. Later the south provided the cheap labor.

The parellel between the evolution of the textile industry and the high technology industry presents one overriding concern - that eventually the high technology industry may also move south. Several questions come to mind: 1) Will the south maintain its attractiveness as a source of cheap labor? Will there be another industry in Massachusetts to take the place of high technology? Can Massachusetts offer the incentives needed to keep the high technology industry at home?

In the effort to diversify its economic base southeastern Massachusetts should take an especially hard look at these questions. In Massachusetts the worry about labor shortages is being heard. Labor force is one of the major concerns of high technology companies such as Digital or Wang. It is claimed that the Route 128 belt, home to the high technology industry, suffers from labor competition. Southeastern Massachusetts has been viewed by some as a fresh source of labor. The textile industry, afterall, thrived in this area not very long ago. At present, some 128 firms bus labor from this region to places of employment.

As a possible home for the high technology industry, southeastern Massachusetts should be concerned with retaining the industry once it has matured. How well the area can help its existing apparel and textile industries to survive may be a sign of its effectiveness in dealing with the high technology industry.

With the "128 area" filling up, the "Route 495 area" is now perceived as the "place to be." The future of communities in the "Route 495 belt" looks bright in terms of industrial development and office market potential. In the District two industrial areas are ready for the expected growth - the industrial parks in Mansfield and Taunton. Other prepared industrial areas in Attleboro and North Attleboro, especially, may also benefit by the expected growth.

2. 1979 IN PERSPECTIVE

The overall economic picture presented in this section shows some improvement over recent years. Although maintaining a higher unemployment rate than the state and the nation, the District has been able to improve its unemployment situation substantially. The gains in employment, however, largely reflect a bouncing back to the employment situation before the recession years of 1974 and 1975.

Meanwhile the plight of minorities has not substantially improved. There is still a dire need to improve employment opportunities for minority groups in the District, especially the New Bedford Area. (See p.29).

Like the state and nation, the District has experienced a decline in manufacturing employment. This decline has been accompanied by substantial increases in wholesale/ retail trade, finance/insurance/real estate and services employment. The District, however, still depends on manufacturing for most of its employment.

Within the manufacturing sector, apparel and related products provide the largest number of jobs in the New Bedford and Fall River areas. Growth in this industry, however, has been declining for some years in the Fall River Area. The New Bedford Area has experienced "restricted" growth. The fact that the apparel and related products industry has been able to survive at all is partly due to the District's abundant and fairly inexpensive labor force. Opportunities in the apparel and related products industry need to be expanded, because of the District's reliance on the industry. There is also a need for industrial diversification. Already the District has been able to attract such firms as Texas Instruments and Polaroid, but much more overall diversification is needed.

The population of the District has been growing at a steady pace and is expected to continue growing, but most of the growth will occur in those communities which can be characterized as "bedroom communities" for Boston and Providence. The City of Attleboro is the only city in the District expected to show significant gains in population.

Inflation has also had its toll on the District. The average annual wage of District workers has not kept pace with the rate of inflation. District workers have also been burdened with some of the nation's highest tax rates and insurance premiums. Although the District as a whole did not fare much worse than the rest of the state, the cities of Fall River and New Bedford have some of the highest tax rates in the state.

"Suburban sprawl" is expected to continue to some degree in coming years. While the cities of Fall River, New Bedford, Taunton and Attleboro are trying to revitalize their central business districts, shopping center development is expected to continue to hug major highways unless gasoline shortages change the situation. This trend may prove counterproductive by taking business away from downtowns, and by requiring costly investments for water, sewer, etc. which would not otherwide be necessary.

On the positive side the District has a number of attributes which should look attractive to expanding industries. These attributes need to be better publicized if the District is to benefit from them. Some of these attributes are:

- Plenty of available and fairly inexpensive land;
- Abundant water resources in comparison with the rest of the state and the nation;
- An efficient transportation network offering excellent accessibility to all areas of the District and major areas such as Boston, Providence and Cape Cod; two major seaports are also included in this network;
- A versatile labor force combining several elements: fairly inexpensive labor; highly skilled labor; and highly educated professionals;
- Established urban areas with available land, building space and ready infrastructure for industrial development; and
- A designated "foreign trade zone."

This section on the District's economy provides highlights of several economic indicators and other factors impacting on the region's economy. For more detail on each city and town or labor market area, a series of tables has been added as an appendix.

B. EMPLOYMENT

In terms of employment, the economic situation in the District continued to improve in 1979. The District labor force grew, more people were employed, and the number of unemployed decreased. Still 17,397 people were unemployed in 1979.

The New Bedford, Plymouth and Taunton labor market areas showed improvement. While the Fall River and Attleboro areas showed slight increases in unemployment. For details on each city and town see the appendix.

DISTRICT HIGHLIGHTS

	LABOR FORCE	EMPLOYMENT	UNEMPLOYMENT RATE
1978	241,149	223,840	7.2%
1979	247,357	229,960	7.0%

A large number of minorities in the District, were still faced with unemployment. The latest published data shows the following:

	UNEMPLOYMENT RATES			
AREA	WHITE	SPANISH AM.	CAPE VERDEAN	BLACK
Fall River	7.2	9.3	----	8.9
New Bedford	8.1	18.4	9.7	16.7
Plymouth	8.0	30.3	24.2	27.4
Taunton	7.3	----	----	14.3

C. INDUSTRIAL GROWTH

According to the latest data published by the Massachusetts Division of Employment Security, the District has registered some gains in all industrial sectors except mining. The manufacturing sector which had been on a decline for some years showed an increase of 2,478 jobs.

DISTRICT HIGHLIGHTS

	77	78
Total Employment	150,719	157,733
Agriculture, Forestry, Fish	1,618	2,313
Mining	104	95
Contract Construction	4,287	4,735
Manufacturing	75,883	78,361
Transp. Communication, Util.	5,658	5,903
Wholesale, Retail	34,777	35,385
Finance, Insurance, Real Estate	6,051	6,209
Services	22,243	23,747

In terms of manufacturing sector employment, non-durable goods industries provided more jobs in the District's largest labor market area than durable goods. For Massachusetts the reverse is true. Within non-durable goods, apparel and related industries provide the largest amount of jobs - 9,040 jobs in 1979 in the Fall River Area and 8,530 in the New Bedford Area. This represents 42.6 and 32.6 percent, respectively, of all manufacturing jobs, in comparison to Massachusetts' 6.8 percent.

Apparel and related industries suffered the effects of the recession of 1974 and 75. In the Fall River Area the industry has been on a slow decline. While in the New Bedford Area it has been holding its own. The following is the situation in manufacturing emplyment for the Fall River and New Bedford areas:

	FALL RIVER		NEW BEDFORD	
	78	79	78	79
Manufacturing	21,140	21,240	25,470	26,180
Durable Goods (Fabricated metal, machinery, etc.)	3,020	3,330	8,260	8,740
Non-Durable Goods	18,120	17,920	17,190	17,430
Textiles	4,480	4,780	2,260	2,580
Apparel	9,740	9,040	8,480	8,530

Hours and earnings in 1979 in the manufacturing sectors of the Fall River and New Bedford areas also registered some improvement over 1978. These areas, however, generally fell short of the Massachusetts averages:

	MASSACHUSETTS	FALL RIVER AREA	NEW BEDFORD AREA
	Wk. Earn./Hr. Earn.	Wk. Earn./Hr. Earn.	Wk. Earn./Hr Earn.
Manufacturing	$242.88/$6.04	$179.01/$4.89	$206.04/$5.32
Textiles	$206.08/$4.98	$205.58/$4.97	$201.31/$4.65
Apparel	$156.82/$4.63	$145.72/$4.53	$179.72/$5.18

One notable exception is the apparel industry in the New Bedford Area. Weekly earnings and hourly earnings were substantially higher than the Massachusetts average.

D. POPULATION AND LABOR

Southeastern Massachusetts is one of the fastest growing areas in New England. Since 1950 many towns in the District have exhibited tremendous growth. Generally this trend is expected to continue into 2000. Towns facing substantial projected growth from 1975 into the year 2000 include: Plympton (140.4%); Carver (97%); Raynham (96.8%); Rochester (74.6%); Freetown (69.5%); and Mansfield (55.5%). See the appendix for growth rates of other communities.

Out of all the labor market areas in the District, the Fall River Area had the largest labor force in 1978 - the latest published data. More than half of that labor force was male and over 99 percent was white. This is the composition of the labor force in the District's labor market areas:

	TOTAL LABOR FORCE	FEMALE	WHITE
Fall River Area*	85,665	38,275	99.4%
New Bedford Area	82,394	36,719	87.9%
Plymouth Area	35,197	14,071	93.6%
Taunton Area	24,989	10,243	98.7%

In comparison with total labor force figures for the previous year, this is how the labor market areas fared: Fall River - a 10,721 increase; New Bedford - a 148 increase; Plymouth - a 3,897 increase; and Taunton - a 944 decrease. These figures generally correspond to similar increases in the labor market areas' population.

The majority of the labor force in the District's labor market areas were occupied as operatives in goods manufacturing and other industries. The only exception is the Plymouth Area, which had more residents in clerical occupations than any other occupations. The next largest categories were clerical, craftsmen, service and professionals/technicians.

In 1979, the average annual wage of District workers was $8,638. While the cost of living increased by approximately 100 percent from 1967 to 1977, the District annual wage only increased by 76.5 percent.

The highest average annual wage was registered in Mansfield ($10,885); and the lowest in Lakeville ($5,095). The Taunton Labor Market Area had the lowest average annual wage ($6,958); and the Attleboro Area the highest ($9,064).

In terms of per capita income, possibly a better indicator, although not as recent, the District registered an average of $4,468 in 1975. This estimated figure represents a 45.3 percent increase from 1969 ($3,075).

---

*Includes Rhode Island portion.

E. MUNICIPAL FINANCES

The District average full value tax rate of $36.32 compared favorably with that of the state's - $44.84 per $1,000. Ten communities registered decreases in their full value tax rates - the most notable being Fall River. This is quite a financial improvement for the city which has topped the tax rates in District communities for some time. New Bedford, in 1979 was close behind Fall River with a full value rate of $68.75.

The towns of Westport, Marion and Somerset registered the lowest full value tax rates respectively with $21.17, $21.68 and $23.57.

The full value tax rate is an approximation of the effective or true rate of taxation. It is the product of the assessment ratio multiplied by the tax rate.

F. LAND USE

Although acreage for residential, commercial and industrial development has increased substantially since 1950, the District is still largely rural. In 1970, 83 percent of the District's acreage was still used for agriculture or was undeveloped. By 1990 this acreage is only expected to decrease by 7 percent.

From 1950 to 1970 many of the District's highways were constructed and recreation areas were established. Residential, commercial and industrial acreage increased at a high rate from 1950 to 1970. The biggest increase in the three urban categories was in commercial acreage, (103.5%), followed by industrial acreage (83.9%), and residential acreage (58.2%).

For the period of 1970 to 1990, residential acreage is expected to grow at a higher rate (45.3%) than commercial (23.8%) and industrial (21.3%). Residential growth will be mostly due to inmigration to those communities which serve as "bedroom" communities for Boston -- Mansfield, Norton, Raynham, Plympton, and Carver. Commercial acreage growth will continue due mostly to development of new shopping centers close to major highways.

Some of these increases, however, can be attributed to a tendency in using greater amounts of acreage for suburban uses. New industrial construction generally consists of one-story buildings which require much more area per square foot of floor space than the older multiple-story factories that were built in the cities. Since about 1960, subdivisions with one-acre or two-acre house lots have become more common than those with half-acre lots. Suburban shopping malls, with their adjacent parking areas, cover extensive acreage. Thus, the change in the land use pattern of the District, over the past twenty years has been towards "suburban sprawl."

G. HOUSING

A housing shortage has been a subject of concern for Massachusetts. It is difficult to attract industry or sustain expansion without an adequate housing supply. According to building permit data, the District, however, has been able to increase its housing stock by 16.3 percent from 1970 to 1978. This rate compares favorably with population growth from 1970 to 1980 - 14.6 percent.

Even the cities of Fall River and New Bedford which were projected to show population decreases from 1970 to 80 registered additions to their housing stock. These cities in addition have a stock of older homes which homeowners may find more and more attractive to rehabilitate.

DISTRICT HIGHLIGHTS

	ONE-FAMILY	TWO-FAMILY	MULTI-FAMILY	TOTAL
1970	79,756	27,674	49,875	157,305
1978	98,851	29,722	59,392	187,965

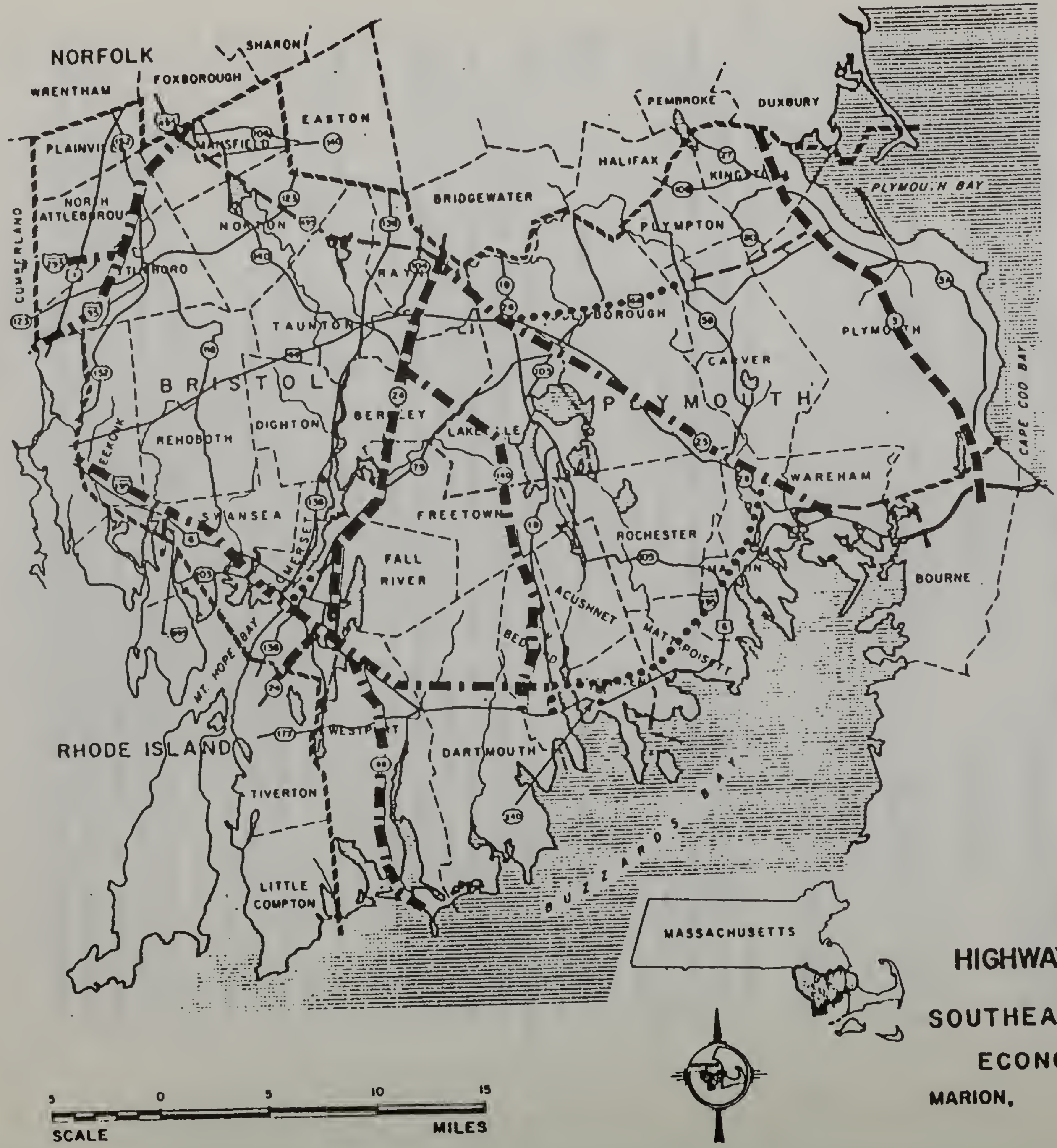
H. TRANSPORTATION

Presently the District is serviced by three interstate highways - I-95, I-295, and I-195. Interstate 495 is presently under construction and will provide an important link from Mansfield to Raynham. Figure 2 illustrates highway construction since 1950.

The District is also serviced by three U.S. routes, US1, US44 and US6, and numerous state highways. Five of the state highways - State routes 3, 24, 25, 79 and 140 - offer controlled access to major urban areas in the District and important surrounding centers such as Boston, Providence and the Cape. The District's highway network combined with local streets offers excellent accessibility to the primary modes of transportation in the area - the automobile and the truck.

The vast majority of new highway construction occurred between 1960-1969 with resulting burgeoning of suburban development. New highway construction in the 1970's and that expected for the 1980's is considerably less. One important link to be constructed in the 1980's will be I-495.

The pattern of urban development in the District has been aligning itself along major highways, even prior to 1950. From 1950 to 1970 many of the District's municipalities, in an effort to attract industry for employment and tax revenues, developed large industrial parks close to the major transpor-



LEGEND

- CONSTRUCTED 1950-1959
- CONSTRUCTED 1960-1969
- CONSTRUCTED 1970-1979
- PROPOSED 1980-1989
- EXPRESSWAY
- HIGHWAY
- INTERSTATE ROUTE
- U.S. ROUTE
- STATE ROUTE

NOTE: INTERSTATE 495 IS PRESENTLY UNDER CONSTRUCTION - PLYMOUTH AND KINGSTON ARE NOT MEMBERS OF THE DISTRICT.

FIGURE 2

HIGHWAY CONSTRUCTION 1950-1979

SOUTHEASTERN REGIONAL PLANNING AND ECONOMIC DEVELOPMENT DISTRICT

MARION, MASSACHUSETTS

tation corridors. The suburban areas close to cities or major highways become dotted with shopping centers and residential subdivisions. The older, local highways, such as Route 6 and Route 44, blossomed with intense strip commercial development. Major shopping centers, such as the Dartmouth and Swansea malls, located near strategic suburban interchanges of controlled access highways, such as I-195.

The adverse impact of this development has been felt by the District's cities. The suburban exodus, however, is presently being addressed, if not yet halted, by a concerted effort to revitalize urban centers and draw interest back to downtowns. Fuel shortages may further encourage this back-to-city trend.

There are still large parcels of vacant land, however, set up as industrial parks near interchanges and alongside highways. It can be expected that some growth will continue to pattern itself along these accessible undeveloped areas.

Rail service in the region is primarily geared to freight. The currently active 123 miles of rail are owned by the Consolidated Rail Corporation (CONRAIL) - a private profit-making corporation established by the federal government. Commuter rail service is provided between Boston and Providence. Stations are located in Attleboro and Mansfield.

Two regional transit authorities have been established to provide public transit in the District. The Southeastern Regional Transit Authority (SRTA) was formed in 1974 to serve the New Bedford-Fall River urban areas. And the Greater Attleboro-Taunton Regional Transit Authority (GATRA) was formed in late 1976 to provide public transit for the Attleboro-Taunton urban areas.

Southeastern Massachusetts is primarily a coastal region with the bulk of marine activities located in the principal seaports of Fall River and New Bedford-Fairhaven. Additional ports are provided in Mattapoisett, Wareham, Marion, Westport, Dartmouth and Swansea. The Port of Fall River is primarily a receiving port for petroleum products. Waterfront improvements and expansion of port facilities are being developed. The Port of New Bedford-Fairhaven ranks as one of the largest fishing ports in the nation. Despite continued growth in the fishing industry, however, there has been a constant decline in the volume of goods handled by the port since the mid-1960's. To stop this decline, several recent studies have focused on revitalizing the port. Federal funding has also been obtained to improve harbor facilities.

Six airports complement the region's transportation system. In 1978 they served general aviation traffic with a total of 11 runways and 394 based aircraft. New Bedford, Fall River, Taunton, and Mansfield airports are owned and operated by municipal airport commissions. Middleborough airport is privately owned and operated. Currently, only the New Bedford Airport maintains a scheduled airline. According to the Massachusetts Airport Systems Plan it is expected that, if adequately maintained and upgraded, publicly owned airports will meet aviation demand in the region until 1993.

I. WATER QUALITY

Southeastern Massachusetts is rich in water resources with a network of rivers, ponds, groundwater aquifers, estuaries and coastal waters.

Figure 3 illustrates the location of water supply sources in the District - municipal wells, aquifers, and reservoirs. In 1970, a District study on water supply estimated the safe yeild of established sources for the District to be 84.6 million gallons per day (MGD) including the towns of Plymouth, Kingston and Dartmouth.*

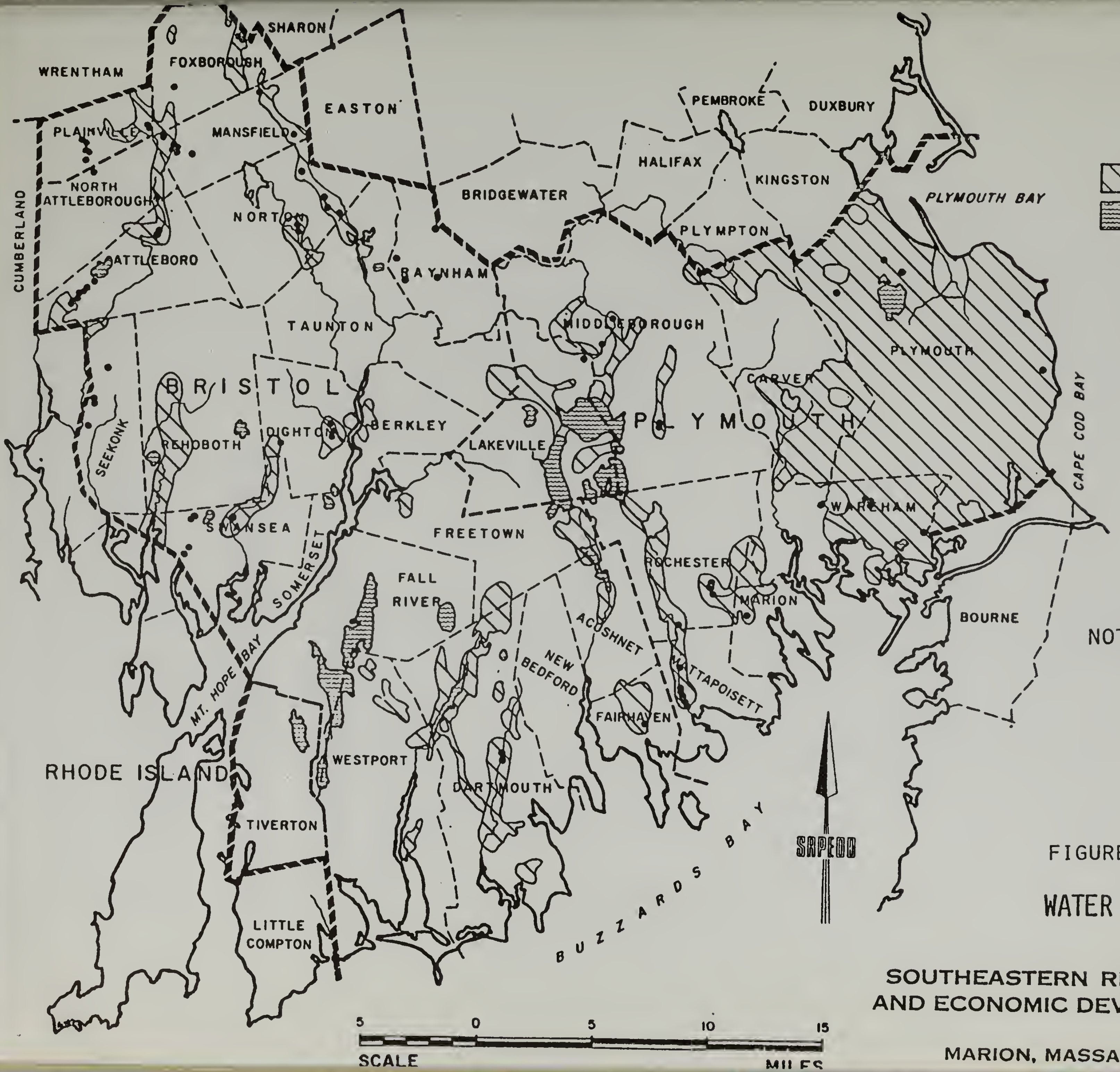
The study also estimated that by 1990 the District demand will be 100 mgd. North Attleborough, Mansfield and Fairhaven may require supplementary supplies by 1990 and the municipalities of Attleboro, Taunton, Dighton, Fall River, Westport, New Bedford and Acushnet will be water short.

The largest water bodies in the District are a series of five interconnecting ponds called the Lakeville Ponds. The total drainage area of the ponds is 47.2 square miles and the total maximum storage capacity, 29,600 million gallons. The total safe yield, based on a 5 foot maximum drawdown is 30.8 million gallons per day (MGD). The ponds are directly used as the principal source of public water supply for New Bedford and Taunton and indirectly for Acushnet, Dartmouth and Dighton.

The largest undeveloped water resource in southeastern Massachusetts is the aquifer which underlies the towns of Carver, Plymouth and Wareham. The U.S. Geologic Service has estimated that 540 billion gallons of water are stored in the aquifer and that it receives 120 million gallons of recharge daily.

---

*Regional Study for Water Supply, Sewage Disposal and Drainage, (SRPEDD) June 1970.



NOTE: FOXBOROUGH, KINGSTON, AND PLYMOUTH ARE NOT MEMBERS OF THE DISTRICT

FIGURE 3

WATER SUPPLY

SOUTHEASTERN REGIONAL PLANNING
AND ECONOMIC DEVELOPMENT DISTRICT

MARION, MASSACHUSETTS 02738

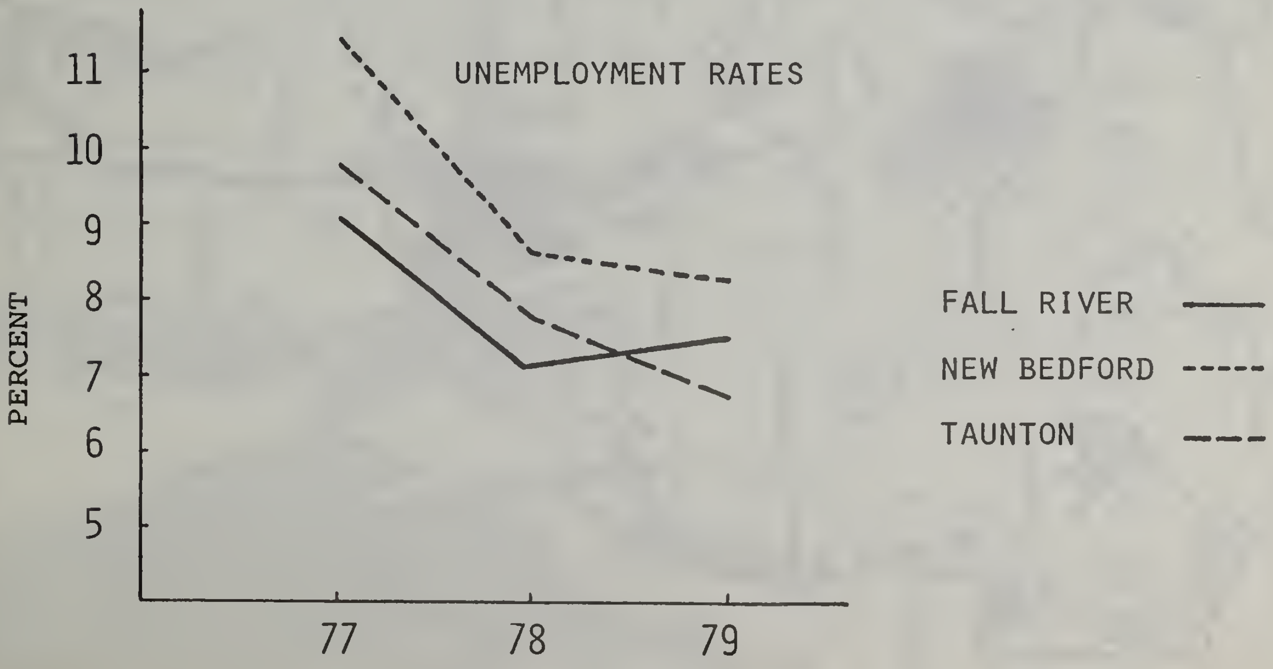
economic
development
centers

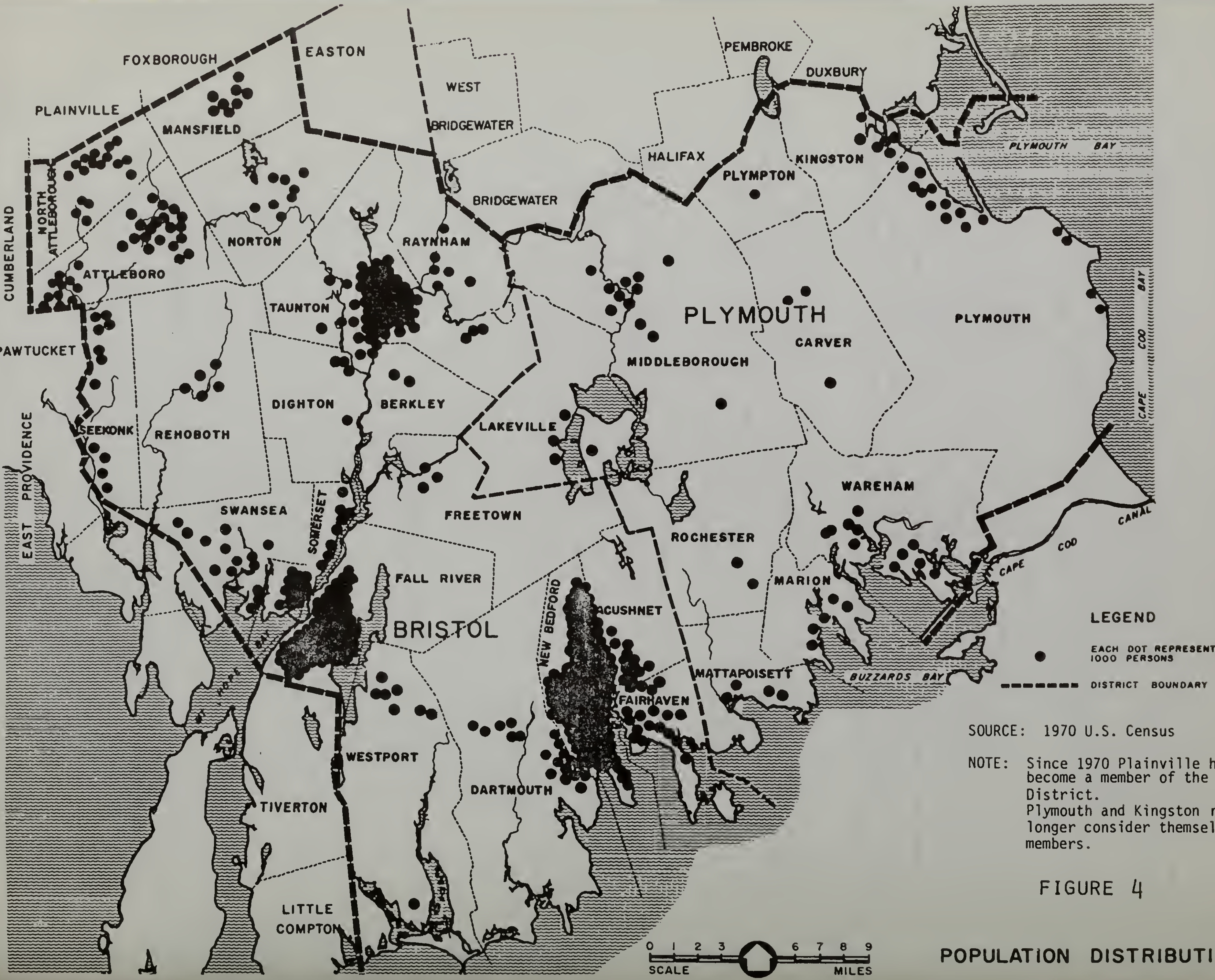
When Congress passed the Public Works and Economic Development Act of 1965, it envisioned economic development centers or growth centers as nuclei from which all economic activity would emanate. Growth centers became the anchors on which economic development districts would depend on to alleviate the economic distress of their redevelopment areas.

The District's growth centers are the cities of Fall River, New Bedford and Taunton. These centers are characterized by population concentrations (shown in Figure 4). They maintain a level of economic activity which generates jobs for people in nearby towns and they provide to a large extent the necessary social and governmental services. Economic activity, however, is not restricted to these centers. The District has a number of older urban communities which have experienced substantial growth in the recent past.

In 1979 the City of Fall River saw a mild setback in its unemployment figures. The number of unemployed persons in the labor force increased from 7.2 percent in 1978 to 7.4 percent in 1979. At the same time, however the number of employed people increased by 940. The city as a whole was able to provide more jobs to an increased labor force.

The City of New Bedford showed an improvement in its employment situation. The percentage of unemployed persons in the labor force decreased from 8.3 percent in 1978 to 8.1 percent in 1979. At the same time the number of employed people increased by 2,129. The City of Taunton also showed a decrease in the unemployment rate from 7.7 percent in 1978 to 6.8 percent in 1978. Employment in the city for this period also increased by 792.





SOURCE: 1970 U.S. Census

NOTE: Since 1970 Plainville has become a member of the District.
Plymouth and Kingston no longer consider themselves members.

FIGURE 4

POPULATION DISTRIBUTION

From 1967 to 1978, the three growth centers showed some increase in the total number of jobs in their average annual employment. The period, however, underwent some fluctuation, and 1978 figures represent to some extent a bouncing back to 1973 figures before the recession years of 1974 and 1975.

In 1978, manufacturing still provided the largest amount of employment in the three growth centers. Only the City of Taunton, however, experienced some growth in the manufacturing sector from 1967 to 1977. It is interesting to note that after 1967 manufacturing was on a decline but in recent years has been increasing and may surpass 1967 figures in the near future. The cities of Fall River and New Bedford continued to depend on the apparel and related products, and textile industries for the majority of the manufacturing jobs. Growth in these industries, at best, was restricted. In Fall River the apparel and related industries showed an overall decline since 1970.

For the three growth centers most of the employment growth since 1967 has occurred in the service sector. The following figures show the employment breakdown for the major industries in the three cities from 77 to 78:*

	FALL RIVER		NEW BEDFORD		TAUNTON	
	77	78	77	78	77	78
Contract construction	745	867	870	928	302	367
Manufact.	18,956	19,009	22,661	23,898	6,384	6,731
Trans./Com./ Utilities	1,284	1,280	1,949	1,898	456	577
Wholesale/ Retail	7,592	7,205	7,038	7,131	3,037	2,982
**F.I.R.E.	2,179	2,237	1,515	1,532	455	492
Services	6,807	7,469	4,793	5,964	2,016	2,103
Total Emp.	37,603	38,101	40,805	42,621	12,685	13,260

---

*1978 is the latest available information.

**Finance, Insurance and Real Estate

Although the population of southeastern Massachusetts is expected to grow at a higher rate than the rest of the state in coming years, the majority of the growth is expected to occur in smaller urban municipalities and rural communities which serve as "bedroom communities" for Boston and Providence. The only growth center in the District expected to show an increase in population from 1975 to 2000 is the City of Taunton (a 4.2 percent increase). Fall River is expected to register a decline of 3.9 percent and New Bedford 4.5 percent. The growth centers like the rest of Massachusetts also suffer from some of the highest tax rates and insurance premiums in the nation. In 1979 the full value tax rate of $70.89 for Fall River was one of the highest in the state. New Bedford trailed close behind with $68.75. The City of Taunton registered slightly above the state average of $44.84 with $49.03.

In an index ranking 39 cities in the state in order of fiscal constraints (long term debt; short term debt; cost of nine selected services; and tax effort) New Bedford ranked 6th, Fall River ranked 19th and Taunton ranked 24th. During the period in which inflation doubled (1976 to 1977) none of the three cities was able to maintain its earning power. The City of New Bedford showed the largest increase in the average annual wage of its employees with 98.8 percent. Fall River followed with an 80.6 percent increase and Taunton registered a 62.1 percent increase.

The overall picture presented by the previously outlined figures is that the three cities need to expand manufacturing sector opportunities. The cities of Fall River and New Bedford, especially, depend heavily on restricted growth industries. They need to provide the kind of climate that will help revitalize these industries and help them expand. This effort should be coupled with continued recruitment of high technology and other growth industries to broaden the industrial base and development of the energy industry to lower energy costs for the region.

In the recent past, the three cities have committed large amounts of federal and private funds to revitalize their central business districts and improve their infrastructures. These efforts may result in more substantial increases in wholesale/retail trade employment and also in other employment sectors, and may have a positive impact on the economy of their respective redevelopment areas. In light of these efforts, and the stated and federal urban growth policies, the three growth centers may still fulfill their purpose. Much of the economic situation experienced by the three cities has been due to trends also taking place at the state and national level: the recession of 1974 and 1975; double digit inflation; declining manufacturing sector; and costly energy supplies.

Economic activity, however, is not restricted to growth centers. The District has a number of older urban communities which have experienced substantial growth in the recent past. Of the four cities in the District, the City of Attleboro has the strongest economy. The city relies heavily on the metal products industry and boasts a large high technology firm, Texas Instruments, which employs approximately 5,000 people. In 1979, the city's unemployment rate was 5.1 percent. In 1978 it provided almost twice as many jobs as the growth center of Taunton. Attleboro is also expected to show a population increase of 16.3 percent from 1975 to 2000. The city, however, is part of the Providence/Pawtucket Redevelopment Area and as such is oriented toward a larger nucleus, the City of Providence.

Another urban municipality providing substantial employment in 1978 was North Attleborough -- 5,531 jobs. Mansfield has also been growing substantially with the development of its Cabot, Cabot & Forbes Industrial Center. Other urban municipalities (10,000+ in 1975) expected to grow substantially are: Wareham (37.7%); Westport (34.6%); Seekonk (30.8%); Swansea (29.7%); Middleborough (24.6%); Somerset (17.5%); and Fairhaven (14.7%). The communities of Wareham and Swansea are also conducting revitalization programs. Although these municipalities cannot compete with the growth centers and the City of Attleboro in terms of population, generation of jobs and other services, they do contribute towards the total well being and economic viability of the District. EDA has recognized this factor and has provided funding for industrial development and other public improvements in North Attleborough, Wareham and other "urban" towns.

potential
for
economic
development

A. ANALYSIS OF POTENTIALS

As mentioned previously in the section on the economy the District has a number of characteristics which offer great potential for economic development. To reiterate, some of these characteristics include:

- Land - plentiful and fairly inexpensive;
- Water - abundant in comparison with the rest of the state and nation;
- Transportation - network offering excellent accessibility to all areas of the District and major areas such as Boston, Providence and Cape Cod - The area also boasts two major seaports, one in the City of Fall River and another in the City of New Bedford;
- Labor Force - a versatile labor force combining several elements: fairly inexpensive labor; highly skilled labor; and highly educated professionals;
- Infrastructure - established urban areas with available land, building space and other amenities for industrial and commercial development; and
- Foreign Trade Zone - a designated zone in the City of New Bedford.

One of the District's best characteristics is its abundant labor force. As analyzed in the section on the economy there are many unemployed members of the labor force, especially within the minority group category. At the same time that this attribute provides an opportunity it also implies the need for more long-term employment and better training programs for those minorities who are unemployed and have low income. Fortunately the District is close to some of the nation's best education centers -- Boston and Providence. These centers attract high technology industries. The residents of the District provide some of the labor force for these industries. With energy becoming more expensive and scarce, members of labor force may be more willing to look closer to home. In light of some of the District's assets, high technology firms may be willing to locate in the area. More needs to be done, however, in terms of making these attributes better known.

At the local level there are a number of EDA projects which offer great potential for industrial development and the overall diversification needed by the District. Some of these projects include: the Myles Standish Industrial Park in Taunton on the periphery of Interstate 495; the Airport Industrial Park in Fall River; the New Bedford Industrial Park; the North Attleborough Industrial Park; the Wareham

Industrial Park; and the New England Apparel Center in Fall River. The Foreign Trade Zone in New Bedford is a project which also offers much potential. In 1979 a developer was selected to start construction on the Foreign Trade Zone. Until recently, however, not much progress has taken place. It is estimated that 100 to 300 new jobs will be created in the initial stages of development of the zone.

The District has supported designation of the zone since 1976. At that time there were only 28 such zones in the nation. Designation as a foreign trade zone means that the area is under U.S. Customs supervision and may receive foreign merchandise without the usual immediate customs entry. Products, materials and components may be exhibited, stored, assembled, or used in manufacture within the zone. Duties do not have to be paid unless and until the goods or their finished products enter the U.S. Customs territory from the zone.

The District will continue to assist in the development of all economic development related projects offering good potential. Other local projects which the District has been involved in to varying extent include urban revitalization efforts. These projects offer great potential especially in the area of commercial development and resulting economic activity and interest in downtowns. All of these projects are discussed in greater detail in section three, "Development Efforts in 1979."

In the area of industrial development, export marketing offers an opportunity for those companies wishing to expand their markets. Any business of 25 employees or more may take advantage of export marketing. Presently, the U.S. Department of Commerce through its area representative provides the information and assistance required in the technicalities of export marketing. The area, however, is much too large for one representative. The District because of its liaison with local communities could provide much of the outreach effort necessary to inform industries of this opportunity.

The Small Business Administration (SBA) provides many programs to assist small businesses. Again the District could conduct outreach efforts in conjunction with SBA to better inform small businessmen, especially minority businessmen, of these opportunities. Already a conference has been held at the New Bedford Chamber of Commerce with the District's assistance and more activities could be conducted.

A regional project which will have major impact on the District and will provide great potential for commercial and industrial development is the construction of Interstate 495. Another area of good potential is energy development. Several projects have tremendous potential for the District: coal in Narragansett Basin; offshore oil development off Georges Bank; construction of Pilgrim Nuclear Power Plant II;

and a coal gasification plant in Fall River. Offshore oil development, specifically, could have substantial job development impact on the District's largest seaports -- Fall River and New Bedford-Fairhaven. These projects are discussed in greater detail in section three.

Agriculture, fishing and tourism also offer great potential for the District. Cranberry farming, scalloping and tourism in general have been growing in the area and are expected to continue growing. Ongoing historical preservation and other urban revitalization efforts should have a direct beneficial impact on tourism.

B. CONSTRAINTS

Some of the District's worst constraints are somewhat beyond local or regional control but follow state and national trends. They include the higer costs of doing business in this part of the nation: generally higher tax rates and insurance premiums; costly and less available energy supplies; and high shipping costs due to distance from growing market areas.

More specific District constraints include:

- Manufacturing - a declining manufacturing sector and increased reliance on service and trade jobs that do not pay as well; and

- "Restricted Growth" Industries - not enough focus on revitalizing "restricted growth" or declining industries such as the apparel and related products, and textile industries.

- Manpower Training Programs - the need to better direct existing manpower programs and create other needed programs. While the District has a large pool of unemployed labor, existing training programs in general have not been able to match most of the unemployed in the region with available jobs. Furthermore, most of the structurally unemployed (poor and minorities) have been hardly affected by available programs. The area's Private Industry Councils and CETA programs have begun to address this problem and some programs have been successful at a smaller level. More outreach efforts and liaison with industries, however, need to be conducted if southeastern Massachusetts is to have an available trained labor force for growing industries.

Other constraints which must be mentioned are: the lack of capital for financing new firm construction and expansion of existing firms; and too much reliance by smaller urban towns upon local industrial development commissions which are composed of part time volunteers. Local Industrial Development Financing Authorities have been established to deal with the financing situation but more needs to be done in the smaller urban towns. Local industrial development commissions need all the assistance which the District can provide to building on their part-time volunteer efforts.

strategy and implementation

A. PROGRAM AND PROJECT SELECTION

The economic development goal and objectives for the District were adopted May 23, 1979 by the SRPEDD Commission. They provide guidance for the District's work program and project selection process. They are:

GOAL

ECONOMY: Stable and keeping pace with moderate overall growth to provide full employment and utilization of available and latent job skills and to increase incomes to at least the Massachusetts average.

OBJECTIVES

1. Encourage and seek EDA and other funding for improvements, expansion, and diversification of existing industries in the region. Help industries reduce the cost of meeting the new environmental protection regulations.

2. Encourage the location in the region of new industries which have employment requirements corresponding to existing and latent job skills available here and which will not impose undue burden on economic and environmental resources of the host community, i.e. will not require the installation and operation of new expensive municipal services and facilities.

3. Make known (through local industrial development commissions where appropriate) the locational benefits of the region; such as the relatively plentiful and inexpensive labor, land and water; the coastal location; and the good transportation network.

4. Inform local officials of the legal and financial tools available to them to facilitate industrial development.

5. Participate in local development agencies, such as the local development corporation in Wareham.

In May 1980, the Economic Development Committee also adopted a set of criteria for ranking projects submitted by municipalities and non-profit groups in the District.

CRITERIA

1. REGIONAL BENEFIT - Development of projects which not only provide benefit to the economy of the local city/town, and the labor market area but also impact upon the entire District. Also includes projects which entail regional cooperation.

2. JOB CREATION - Development of project which assist in the creation and retention of permanent jobs primarily and secondarily temporary or spin-off jobs.

3. ENERGY - Development of projects which assist creation of alternative sources and/or conservation of existing sources of energy.

4. URBAN REVITALIZATION/COMMUNITY DEVELOPMENT - Development of projects which directly support or are related to urban revitalization/community development efforts. Also includes efforts to revitalize an existing industry and help it retain existing jobs and expand employment opportunities.

5. PRIVATE INVESTMENT - Development of projects which leverage private investment equal to or greater than public grant amount.

6. ENVIRONMENTAL IMPACT - Development of projects which benefit the environment, or at the minimum do not pose harm.

7. COMMUNITY FACILITIES - Development of projects which promote efficient use of existing facilities: transportation, schools, water, sewer, housing, etc.

8. AGRICULTURE, FISHING AND TOURISM - Development of projects having a direct beneficial impact or supportive of thise industries.

9. MANPOWER DEVELOPMENT - Development of projects offering training opportunities for unskilled labor or utilizing existing training programs.

10. PROJECT STATUS - Development of projects, as a first priority, which are ready to go in a short period of time (within six months to one year).

11. GROWTH CENTER - This criteria applies to the cities of Fall River, New Bedford and Taunton.

Table 4 is the "EDA Project Ranking Criteria" form used by Committee members to rank projects.

B. PROGRAM CONSIDERATIONS AND COURSE OF ACTION

Table 5 outlines the District's proposed program. It is a listing of projects which are of high priority for the region in its economic development strategy. Table 6 lists all projects in priority order as recommended by the Economic Development Committee and adopted by the District Commission in June, 1980. Table 7 lists projects by broad category ranking.

TABLE 4

EDA PROJECT RANKING CRITERIA

CRITERIA	POINTS			
	10	6	3	0
1. Regional Benefit - What area does the project impact?	Entire SRPEDD Region & Beyond	Labor Market Area (LMA) only	Local (City/Town) impact	Negligible Impact
2.a. Job Creation/Retention Permanent Jobs	200 + permanent	50-199 permanent	0-50 permanent	No permanent jobs created.
2.b. Temporary or spin-off jobs.	400 + temp. and/or spin-off	100-399 temp. and/or spinoff	Under 100 and/or spinoff	Net Job loss
3. Energy - Creation of Alternative sources and/or Conservation	Energy Development/Creation	Project results in energy conservation	No energy impact	Causes increased energy consumption
4. Urban Revitalization/Community Development	Directly supports local revitalization/Community Develop. efforts	Spin-off benefits to local revitalization/Community Develop. efforts	Unrelated to Urban revitalization Community Develop. efforts	Detracts from local revitalization/Community Develop. efforts
5. Private Investment	Leverages private investment equal to or greater than grant amount	Leverages private investment less grant amount	No private investment	Project will replace private investment
6. Environmental Impact	Benefits the environment	No direct discharge to air or water	No significant air or water pollution	Significant negative impact
7. Community Facilities Impact (Transportation, Schools, Water, Sewer, etc)	Promotes efficient use of existing facilities	Does not overtax local/region facilites	No significant problems	Project seriously over burdens existing facility

TABLE 4 (CONT'D)

EDA PROJECT RANKING CRITERIA

CRITERIA	POINTS			
	10	6	3	0
8. Impact on Agriculture Fishing and Tourism Industries	Direct Beneficial Impact	Supportive of agric., fishing and tourism	Little or no impact	Adverse impact
9. Manpower Development	Offers training opportunities for unskilled labor	Utilizes existing training programs	Requires skills and training unavailable in the region	No training involved.
10. Project Status	Ready to go within six months	Ready to go within one year	Ready to go within two years	Initiation date undetermined

Bonus Points

Project located in designated growth center
(Fall River, New Bedford, Taunton) - 10 pts.

TABLE 5

HIGH PRIORITY PROJECTS FOR 1980-81

PROPOSED PROJECTS		RELATED GOALS*		FUNDING					INITIATION COMPLETION DATE	AGENCIES RESPONSIBLE	ENVIR. IMPACT (IF ANY)	NO. OF JOBS CREATED
				SOURCES AND AMOUNT				ESTIMATED TOTAL COST				
LOCAL PRIORITY	DESCRIPTION & LOCATION	NO.	PRIORITY	FEDERAL	STATE	LOCAL	OTHER					
1	Attleboro -- Water Supply Study	1, 3	11/31	75%		25%		$120,000	1980-1981	City of Attleboro	N.A.	200+ (5 staff)
2	Attleboro -- O'Neil Blvd. Water Project	1, 3	13/31	60%		40%		$220,000	1981-1981	City of Attleboro	N.A.	200+ (20 const.)
3	Attleboro -- Career Training Ctr.	1	10/31	60% EDA 40% CETA				$395,000	1980-1980	City of Attleboro	N.A.	250 (40 const.)
4	Attleboro -- County Street Waterline	1, 3	21/31	60%		40%		$220,000	1981-1981	City of Attleboro	N.A.	200+ (20 const.)
5	Attleboro -- Financial Specialist	1, 2	25/31	75%		25%		$120,000	1980-1983	City of Attleboro	N.A.	200+
1	Dartmouth -- Ext. of Barnet Blvd.	1, 3	12/31	70%		30%		$1.26M	N.A.	Town of Dartmouth	N.A.	725 (50 const.)
1	Fall River -- Airport Industrial Park	1, 3	1/31	60%		40%		$1.928M	1980-1981	Greater Fall River Development Corp.	N.A.	1,800 (50 const)
2	Fall River -- Regional Skill Ctr.	1	3/31	60%		40%		$1.575M	1980-1981	JOBS for Fall River	N.A.	1,500 (50 const.)

TABLE 5 (CONTINUED)

HIGH PRIORITY PROJECTS FOR 1980-81

PROPOSED PROJECTS		RELATED GOALS*		FUNDING					INITIATION COMPLETION DATE	AGENCIES RESPONSIBLE	ENVIR. IMPACT (IF ANY)	NO. OF JOBS CREATED
				SOURCES AND AMOUNT				ESTIMATED TOTAL COST				
LOCAL PRIORITY	DESCRIPTION & LOCATION	NO.	PRIORITY	FEDERAL	STATE	LOCAL	OTHER					
3	Fall River -- Apparel Center	1	4/31	13%EDA 20%UDAG			67% IRB	$4M	1980-1981	City of Fall River/ NEADEC	N.A.	70 (450 Const.)
4	Fall River -- Fairbreak Center	1	6/31	60%		40%		$6M	1980-1981	JOBS for Fall River	N.A.	150 (300 Const.)
5	Fall River -- Rail Industrial Expansion	1, 3	5/31	60%		40%		$650,000	1980-1981	JOBS for Fall River	N.A.	800 (50 Const.)
6	Fall River -- Coal Gasification Study	1, 4	2/31	75%		25%		$100,000	1980-1985	JOBS for Fall River	N.A.	5,000 (1,000 Const.)
7	Fall River -- Waterfront Sites	1, 3, 4	8/31	60%		40%		$750,000	1980-1981	JOBS for Fall River	N.A.	800 (50 Const.)
1	Mansfield -- Sewer Ext. for Industrial Park	1, 3	15/31	60%		40%		$1.5M	1980-1984	Town of Mansfield	N.A.	4,500 (100 Const.)
1	Mattapoisett -- Wharf Improvements	1, 3	26/31	70%		30%		N.A.	N.A.	Town of Mattapoisett	N.A.	50
1	Middleborough -- Sewer System Upgrading	1, 3	22/31	60%		40%		$1.87M	1981-1983	Town of Middleborough	N.A.	N.A.
1	New Bedford -- Ext. of Barnet Boulevard	1, 3	7/31	70%		30%		$540,000	1980-1981	City of New Bedford	N.A.	300 (50 Const.)

TABLE 5 (CONTINUED)

HIGH PRIORITY PROJECTS FOR 1980-81

PROPOSED PROJECTS		RELATED GOALS*		FUNDING					INITIATION COMPLETION DATE	AGENCIES RESPONSIBLE	ENVIR. IMPACT (IF ANY)	NO. OF JOBS CREATED
				SOURCES AND AMOUNT				ESTIMATED TOTAL COST				
LOCAL PRIORITY	DESCRIPTION & LOCATION	NO.	PRIORITY	FEDERAL	STATE	LOCAL	OTHER					
1	N. Attleborough -- Sewer Lines	1, 3	19/31	60%		40%		$3M	1980-1982	Town of N. Attleborough	N.A.	1,200 (200 Const.
1	Norton -- Infrastructure Improvements	1, 3	18/31	60%		40%		$351,800	1981-1981	Town of Norton	N.A.	500+
1	Seekonk -- Commercial Area Access Road	3	23/31	60%		40%		$1.8M	1981-1981	Town of Seekonk	Beneficial	1,000 (200-300 Const.
1	Somerset -- Expansion of Treatment Plant	3, 4	31/31	60%		40%		$3M	N.A.	Town of Somerset	N.A.	N.A.
1	Swansea -- Ocean Grove Revitalization	1, 3	17/31	75%		25%		$121,500	1980-1981	Friends of the Bluffs	N.A.	80 (20 Const.
1	Taunton -- Pinehill/ Stevens St. Sewer Line Ext.	1, 3	14/31	60%		40%		$330,000	N.A.	City of Taunton	N.A.	2,500
2	Taunton -- Richmond St./ Rt. 44 Waterline Ext.	1, 3	16/31	60%		40%		$700,000	N.A.	City of Taunton	N.A.	600

TABLE 5 (CONTINUED)

HIGH PRIORITY PROJECTS FOR 1980-81

PROPOSED PROJECTS		RELATED GOALS*		FUNDING					INITIATION COMPLETION DATE	AGENCIES RESPONSIBLE	ENVIR. IMPACT (IF ANY)	NO. OF JOBS CREATED
				SOURCES AND AMOUNT				ESTIMATED TOTAL COST				
LOCAL PRIORITY	DESCRIPTION & LOCATION	NO.	PRIORITY	FEDERAL	STATE	LOCAL	OTHER					
3	Taunton -- Myles Standish Industrial Park (Phase II)	1, 2, 3	9/31	60%		40%		$500,000	1981-1981	Taunton Development Corp.	Beneficial	2,500 (30 Const.)
1	Wareham -- Onset Pier Restoration	3	20/31	60%		40%		$300,000	1980-1981	Town of Wareham	N.A.	50 (10 Const.)
2	Wareham -- Sewer Ext. to Industrial Area	3	29/31	60%		40%		N.A.	N.A.	Town of Wareham	N.A.	N.A.
3	Wareham -- Sewer Ext. to Commercial Area	3, 4	30/31	60%		40%		N.A.	N.A.	Town of Wareham	N.A.	N.A.
4	Wareham -- Sewer Ext. to Inn Site	1, 3	24/31	60%		40%		N.A.	1980-1980	Town of Wareham	N.A.	300 (6 Const.)
5	Wareham -- Industrial Park Development (Phase II)	1, 3	28/31	60%		40%		N.A.	1982-N.A.	Town of Wareham	N.A.	N.A.
1	Westport -- River Dredging	3	27/31	60%		40%		$50,000	N.A.	Town of Westport	Beneficial	N.A.

N.A. - Not Available

* - Refers to goals applicable to District projects. These goals were initially established in the 1969 First Stage OEDP and later refined in the 1972 Second Stage OEDP.

TABLE 6

PRIORITY PROJECTS - NUMERICAL RANKING
1980-81

	PROJECTS	PTS.
1.	Fall River - Airport Industrial Park	86
2.	Fall River - Coal Gasification Study	82
3.	Fall River - Regional Skill Center	81
4.	Fall River - Apparel Center	75.2
5.	Fall River - Rail Industrial Expansion	74.7
6.	Fall River - Fairbreak Center	74.4
7.	New Bedford - Extension of Barnet Blvd.	73.9
8.	Fall River - Waterfront Sites	73.7
9.	Taunton - Myles Standish Industrial Park (Phase II)	67
10.	Attleboro - Career Training Center	63
11.	Attleboro - Water Supply Study	62
12.	Dartmouth - Extension of Barnet Blvd.	59.2
13.	Attleboro - O'Neil Blvd. Water Project	58.7
14.	Taunton - Pinehill/Stevens Street Sewer line Extension	58
15.	Mansfield - Sewer Extension to Industrial Park	57.3
16.	Taunton - Richmond Street/Rte. 44 Waterline Extension	56.8
17	Swansea - Ocean Grove Neighborhood Revitalization	55
18.	Norton - Infrastructure Improvements	53
19.	N. Attleboro - Sewer Lines	51.22
20.	Wareham - Onset Pier Restoration	51.18
21.	Attleboro - County Street Waterline	50.2
22.	Middleborough - Sewer System Upgrading	50.1
23.	Seekonk - Commercial Area Access Road	50.0
24.	Wareham - Sewer Extension to Inn/Conference Center Site	48
25.	Attleboro - Financial Specialist	46
26.	Mattapoisett - Wharf Improvements	42
27.	Westport - River Dredging	41
28.	Wareham - Industrial Park Development (Phase II)	40.0
29.	Wareham - Sewer Extension to Industrial Area	39.6
30.	Wareham - Sewer Extension to Commercial Area	39
31.	Somerset - Expansion of Treatment Plant	37

NOTE: Additional projects submitted by the City of New Bedford but not ranked are listed in the appendix.

TABLE 7

PRIORITY PROJECTS - BROAD CATEGORY RANKING
1980-81

HIGH	MODERATE	LOW
Fall River - Airport Industrial Park	Dartmouth - Extension of Barnet Blvd.	Middleborough - Sewer System Upgrading
Fall River - Coal Gasification Study	Attleboro - O'Neil Blvd. Water Project	Seekonk - Commercial Area Access Road
Fall River - Regional Skill Center	Taunton - Pinehill/Stevens Street Sewer Line Extension	Wareham - Sewer Extension to Inn/ Conference Center Site
Fall River - Apparel Center	Mansfield - Sewer Extension to Industrial Park	Attleboro - Financial Specialist
Fall River - Rail Industrial Expansion	Taunton - Richmond Street/Rte. 44 Waterline Extension	Mattapoisett - Wharf Improvements
Fall River - Fairbreak Center	Swansea - Ocean Grove Neighborhood Revitalization	Westport - River Dredging
New Bedford - Extension of Barnet Blvd.	Norton - Infrastructure Improvements	Wareham - Industrial Park Development (Phase II)
Fall River - Waterfront Sites	N. Attleborough - Sewer Lines	Wareham - Sewer Extension to Industrial Area
Taunton - Myles Standish Industrial Park (Phase II)	Wareham - Onset Pier Restoration	Wareham - Sewer Extension to Commercial Area
Attleboro - Career Training Center	Attleboro - County Street Waterline	Somerset - Expansion of Treatment Plant
Attleboro - Water Supply Study		

C. PLAN FOR IMPLEMENTATION

1. RATIONALE

a.) NATIONAL OBJECTIVES

The overall purpose of the Public Works and Economic Development Act of 1965, as amended is...

> *To provide grants for public works and development facilities, other financial assistance and the planning and coordination needed to alleviate conditions of substantial and persistent unemployment and underemployment in economically distressed areas and regions.*

The District program is funded under this legislation. since its establishment in 1969, the District has developed projects and conducted other economic activities with EDA assistance in the struggle to improve the economic viability of southeastern Massachusetts.

After more than 10 years of planning efforts and infusion of federal dollars the region is beginning to come alive (see "Accomplishments in 1979").

The recession years of 1974 and 1975 dealt a blow to many of the District's efforts. The unemployment rate in the District hit 13 percent. Some of the more depressed municipalities faced 20 percent and higher unemployment rates. Manufacturing was on the decline and private investment had dwindled.

A review of the economic trends for 1979 shows that the economic situation in the District has improved since 1974-75. The District's unemployment rate has dropped to seven percent. Total employment has increased including the manufacturing sector. Signs of private investment are all around and interest in the region by major developers is being registered.

The nation may be facing another major recession. The housing industry is already experiencing a slow down. Expectations for overall economic development in the region, however, are still high.

b.) DISTRICT PRIORITIES

The District's top priority is to create jobs. The objectives are the following:

- Providing opportunities and creating a favorable climate for existing businesses to remain in the District and expand; and
- Attracting new growth industries which will provide new jobs and help diversify the economic base of the region.

The first objective is based on the reality of economic development - that the majority of business expansions come from existing businesses. In fact, if John Hekman's theory discussed in section four is correct and industries undergo two major stages - one of research and development and another of automated manufacturing, the region has to learn to create a favorable climate for both stages. Otherwise, it will continually experience periods of economic depression.

On the other hand, the District has not benefitted substantially by the growth of high technology industries and other gowing industries located close-by in Massachusetts. The District in fact has been faced with industries which are in a "mature" stage and are vulnerable to foreign imports.

It is not far fetched to believe that if southeastern Massachusetts can offer the incentives which growing industries seek, they will locate in the area. These industries are already in Massachusetts. Some have been moving to southern New Hampshire in search of a fresh labor pool, cheap land and lower taxes.

The majority of the projects which the District has been working on meet the District's top objectives. These projects are listed in this section. They consist of providing opportunities for existing industries to expand and preparing the infrastructure and other amenities necessary to attract new industry.

Two projects in particular serve as examples of this double pronged approach: the establishment of an apparel center in Fall River; and development of a regional manpower skills center to serve all of southeastern Massachusetts.

The apparel center would provide the impetus for revitalizing an existing industry - the apparel industry. The manpower skill center would focus on providing a trained larbor force for the high technology industry - a growing industry which the District is trying to attract in its efforts to diversify the economic base.

The District has been working closely with the New Bedford Apparel Manufacturer's Association to develop the apparel center project. The proposed project would consist of rehabilitating an old mill building for mixed uses - manufacturing, day care, machinery library, apparel museum and retail stores. The project would serve as a model to the apparel industry, particularly. By focusing on updating methods and techniques in the industry and creating pride in the industry's past, the project could revitalize an industry which provides close to a quarter of all manufacturing jobs in the District and over 40 percent of all manufacturing jobs in the Fall River Area.

The District has also been working closely with the Massachusetts Department of Manpower Development to establish a regional manpower skill center. Fall River has been selected by the State as the regional site. The Borden Mill Study and an Overview of Recent and Expected Development were prepared by the District. The center is expected to meet the manpower training needs of existing industry.

Its primary purpose, however,is to develop the manpower skills required by the high technology industry and other growing industries. The District's labor supply is its major asset. Once this labor pool is trained it should be a major attraction to high technology industries considering a new location.

c. PROJECT IMPLEMENTATION

The District will continue to develop projects which meet its top priorities. As projects are approved and funded by EDA, the District will continue to work with those involved to insure timely completion and accomplishment of stated objectives. The District will provide the technical assistance needed to maximize the economic benefits gained by EDA investments. The District will particularly focus on those projects where institutional capacity is limited.

d. PARTICIPATION

The District will continue its effort to sustain and increase participation on the Economic Development Committee. The committee is directly responsible for formulation and implementation of the OEDP. The committee also oversees the work performed by the economic development staff and suggests areas for involvement. The committee has been a viable working group including participation from the private and public sectors - business, finance, labor, minorities, education, and local officials.

e. GROWTH CENTERS

The District's growth centers are fulfilling their role of serving as economic nuclei for their respective redevelopment areas. Their revitalization and industrial development efforts will attest to their viability (see "Accomplishments for 1979"). The City of Attleboro, although not a designated growth center, also fits under this criteria. The city, however, falls under the Providence-Warwick-Pawtucket Labor Market Area. As part of such a large labor market area the city and its surrounding communities become lost. The Attleboro Area, however, is economically viable on its own and merits the establishment of a smaller labor market area.

2. TASKS AND PROJECT ACTIVITIES

a.) COORDINATION/OUTREACH

The focus of all project development and coordination/outreach activities conducted by the District is the development of projects which will benefit the economic climate of the region.

(1) OEDP Priority Projects - The District will continue to work on those projects listed in the OEDP to insure that the proper steps are taken and that the coordination necessary for implementation is conducted. The number of eligible public works projects (excluding LPW projects) listed in this year's OEDP doubled from 1979 due to staff efforts to generate new proposals from this District. The 1980-81 program year will concentrate on developing these projects to a point where they are ready to be submitted to EDA or other federal & state agencies for funding.

(2) Jewelry Industry - The industry faces the same general problems identified with the apparel and textile industries: a poor image; inability to attract new workers into its labor force; outmoded manufacturing processes; and competition from foreign imports. The district will seek financial assistance for technical assistance for the industry and will draft an application if funds are available. The apparel industry is presently receiving such assistance.

(3) Community Development Corporation - These corporations or CDC's are important tools in a commuity's development process -especially in terms of organizing special groups including minorities and low income people. In Massachusetts CDC's are eligible for state funds. At the federal level CDC's are also eligible for EDA and Community Services Administration (CSA) funds. In the District the two established CDC's have faced problems primarily due to lack of technical assistance. The District will review the problems faced by these groups. The District will provide them technical assistance as necessary. The District will also investigate the establishment of CDC's in more rural communities. These groups could be especially useful as cooperatives for agriculture, fishing or aquaculture ventures.

(4) Local Development Corporations - These corporations or LDC's are particularly useful for obtaining Small Business Administration funds to assist small businesses. In the District small businesses are particularly important. The District will look into the possibility of establishing an LDC to cover those communities not presently covered. The District will also provide assistance to existing LDC's in need of technical expertise.

(5) Ongoing Activities - Ongoing coordination activities will include meetings with and/or membership in the following groups: industrial development commissions; chambers of commerce; economic development staffs in New Bedford, Fall River and Taunton; private industry councils for New Bedford, Fall River and the Southeastern Massachusetts area; Bristol County Development Council; Plymouth County Development Council; College of Business, Southeastern Massachusetts University; Center for Economic Development, University of Massachusetts; Southeastern Massachusetts Economic Development Group ; and the Massachusetts Economic Development Council.

Ongoing coordination with state agencies involved in economic development activities will also continue.

(6) Workshops - As a member of the Southeastern Massachusetts Economic Development Group (SMEDG) cosponsor with the two other regional planning agencies in southeastern Massachusetts a workshop on economic development. The title of the workshop will be "Economic Development in the 80's: The Local Decision." The workshop will be aimed at industrial development commissions, chambers of commerce and other local officials involved in economic development. The purpose of the workshop will be to inform attendees of what they can expect for the 80's in terms of economic development and how they can prepare for it.

When and if new EDA legislation is passed the District will hold workshops through the chambers of commerce of the larger cities. The purpose of the workshops will be to inform local officials and others involved in economic development about the new EDA programs. Another concern of the District is to try to get involvement from the region's financial institutions in EDA's loan programs and also those of SBA. The District will hold special workshops for the financial community to inform them and involve them in these programs.

Whenever possible the District will get involved in more general coordination/outreach activities which will lead to project development. The District staff will attend workshops and conferences aimed at industrial development commissions, chambers of commerce, local officials and others involved in economic development. The District will set up displays and provide handouts in order to familiarize workshop and conference attendees with the District's economic development activities and EDA programs.

b.) REPORTS

The District will prepare those reports required by EDA as part of the planning grant agreement and also conduct studies, as noted below:

(1) Overall Economic Development Program - Prepare the annual progress report of the OEDP to maintain EDA eligiblity as a District. As part of the OEDP, maintain a current analysis of economic trends and developments; and prepare a strategy to meet economic needs and concerns. The strategy consists of two aspects: a staff work program focusing on activities which will meet identified needs; and development of projects to improve the economic needs identified in the OEDP. Involve as many parties affected by the OEDP as possible in the process of developing the progress report.

The OEDP should be a dynamic process leading to the improvement of the economic climate of the entire region.

(2) Semi-Annual Reports - Prepare two semi-annual reports to keep EDA abreast of on-going activities and progress.

(3) District Monograph - Update demographic data in the monograph once 1980 census figures are published and revise industrial and commercial survey data according to new developments. Preparation of the monograph was funded under the fiscal year 1980 grant. The monograph is scheduled for printing in the end of July, 1980. The purpose of the monograph is to provide developers with an overview of the region and its assets for economic development. The monograph, in effect, enables developers to focus in on specific communities which meet their needs. It provides detailed economic development information which is currently unavailable through other sources.

(4) Newsletter - Continue to prepare an economic development section to the District newsletter. The purpose of the section is to keep industrial development commissions, chambers of commerce, local officials and others involved in economic development informed about the Dsitrict's EDA program and current economic development activities.

(5) Industrial Growth in Southeastern Massachusetts - Identify industries in southeastern Massachusetts in terms of "growth or decline." Work with industrial development commissions; chambers of commerce; private industry councils and CETA grantees in the identification process. Survey representative sample of industries in both the "growth and decline" categories to identify problems and needed incentives.

This information which is generally unavailable will be helpful in tieing industry with present manpower development programs; establishing new training programs as needed; and identifying potential recipients for financial resources (federal, state and private). With new EDA legislation in the pipeline and the possibility of an extensive EDA loan program, this study would help identify industries which could benefit by such program and also by other economic development programs available through HUD, FmHA, etc. Once industries needing assistance are identified, the outreach process will become easier.

c. ADMINISTRATION

Under administration fall such general activities, as developing monthly work programs; maintenance of files; meetings of economic development staff and other District staff for coordination purposes. Major administration activities include:

(1) Economic Development Committee - Maintain active participation by organizing interesting meeting featuring speakers and/or tours of special economic development efforts undertaken in the region; continue to broaden present base as economic development needs and interests dictate; organize monthly meetings and provide support including preparation of agenda, minutes, handouts, and presentations.

(2) Commission - Keep District Commission (official OEDP Committee) aware of recent happenings in economic development; report on Economic Development Committee actions and recommendations; review applications for economic development projects originating within the region (under Office of Management and Budget Circular A-95); review industrial revenue bond applications under the Massachusetts Industrial Finance Agency Program.

(3) Requests for Information - Provide information on economic trends in the region and other statistical data as requested by developers, municipalities, community groups and individuals.

appendix

TO: The Economic Committee
FROM: Mayoral Commissioner, City of New Bedford, R.B. Davis
DATE: June 10, 1980
RE: OEDP & Economic Development Projects in the City of New Bedford

There are a number of projects within the City which we feel are worthy of support and very important to the City. We believe them to be as important to us as others are important to other localities. It really is not within our scope and therefore improper for us to judge ours to be more proper than the others, though we believe them to be so. We believe they can be justified on their own merit. We note that need enters into the EDA formula of determination, and we feel that the City of New Bedford can amply substantiate that criteria.

In the interests of restraint and economy of space, we shall simply list them, along with a brief description as proposals to be submitted to funding agencies, in particular the EDA, at a propitious time.

1) North Terminal Extension

Approximately 20 acres of undeveloped waterfront land (including 1500' bulkhead), to be used for moderate to heavy water-related industrial use. Cost estimates: approximately $4-8,000,000. The range is contingent on bulkhead design and the allocation of funding. Based on preliminary engineering designs (Tibbetts Engineering, Inc.).

2) South Terminal Extension

Approximately 40 acres of undeveloped waterfront land, including 1,000' of bulkhead, dredging and land acquisition. Potential users are commercial fishing and marine related recreational developments.

Cost estimates: $3-6,000,000. The range is contingent on bulkhead design and the allocation of funding. Based on preliminary engineering designs (Tibbetts Engineering, Inc.).

3) Others: The City submitted a number of proposals for local development projects in the past. Cost estimates are available. They will be made available as the need arises.

We request that these projects not be ranked but be included as an attachment to the projects you will be submitting to the EDA. The attachment in no way is a reflection on the value of the projects.

Sincerely,

ROBERT B. DAVIS
Mayoral City Commissioner
City of New Bedford

c.c. John A. Markey, Mayor
Richard Walega, City Planner

EMPLOYMENT AND UNEMPLOYMENT
ANNUAL UNADJUSTED AVERAGES
1978 AND 1979

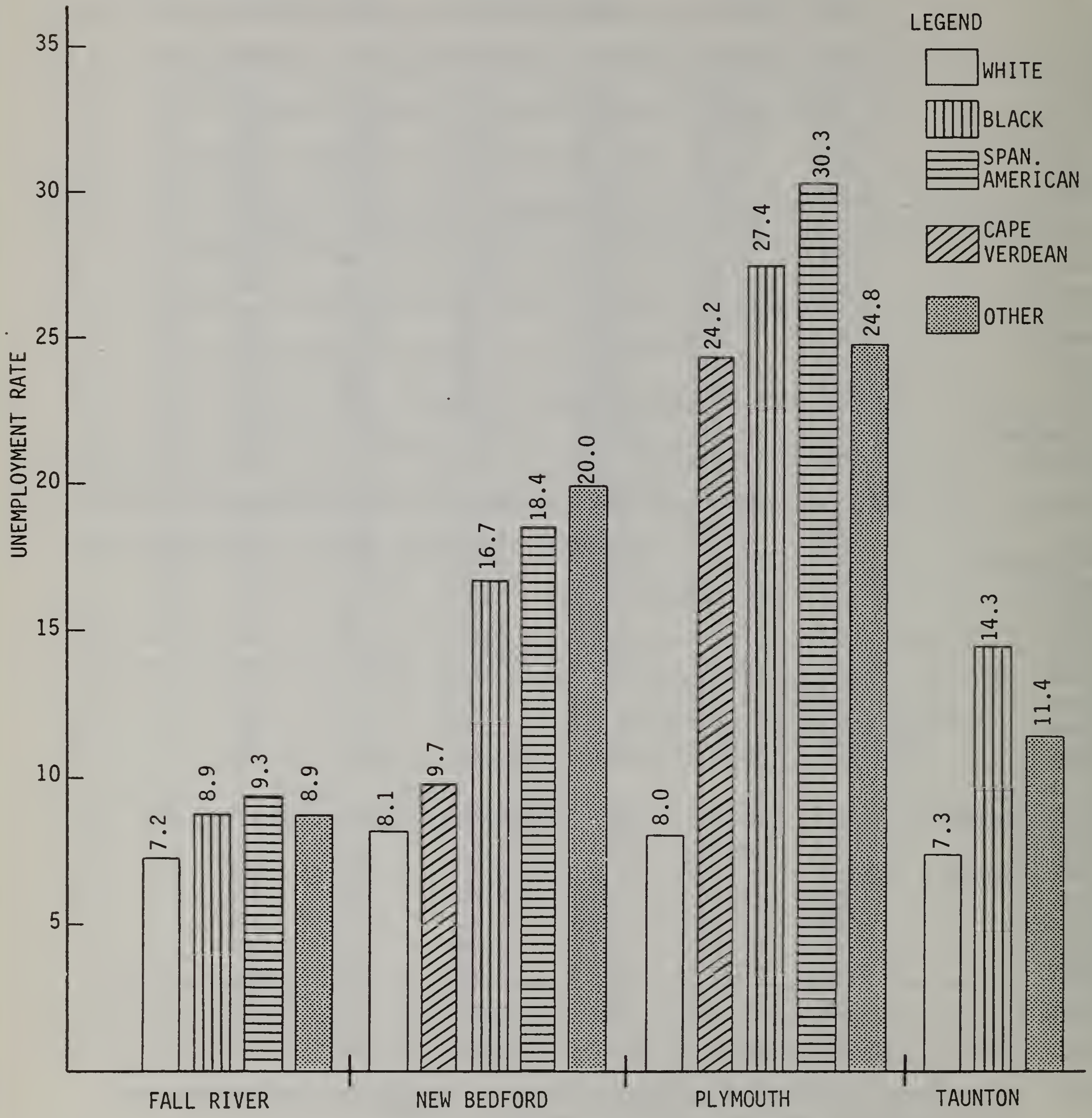
	LABOR FORCE		EMPLOYMENT		UNEMPLOYMENT		RATE	
LMA	1978	1979	1978	1979	1978	1979	1978	1979
*Fall River	72,496	74,122	67,669	69,039	4,827	5,083	6.6	6.8
Dighton	2,433	2,488	2,280	2,327	153	161	6.3	6.5
Fall River	49,793	50,930	46,204	47,144	3,589	3,786	7.2	7.4
Somerset	9,250	9,456	8,718	8,895	532	561	5.8	5.9
Swansea	6,186	6,304	5,955	6,069	231	235	3.7	3.7
Westport	4,834	4,944	4,512	4,604	322	340	6.7	6.9
New Bedford	81,875	85,397	75,385	78,799	6,490	6,598	7.9	7.7
Acushnet	4,040	4,216	3,722	3,896	318	320	7.9	7.6
*Dartmouth	9,646	10,064	9,010	9,417	636	647	6.6	6.4
Fairhaven	8,182	8,535	7,593	7,936	589	599	7.2	7.0
Freetown	2,013	2,099	1,825	1,908	188	191	9.3	9.1
Lakeville	2,047	2,135	1,872	1,956	175	179	8.5	8.4
Marion	1,488	1,552	1,383	1,445	105	107	7.1	6.9
Mattapoisett	2,128	2,220	1,989	2,079	139	141	6.5	6.4
New Bedford	51,331	53,533	47,076	49,205	4,255	4,328	8.3	8.1
Rochester	1,000	1,043	915	957	85	86	8.5	8.2
Plymouth	33,514	35,604	30,241	32,501	3,273	3,103	9.8	8.7
Carver	1,796	1,891	1,486	1,599	309	292	17.2	15.4
Middleborough	9,775	10,403	8,970	9,639	805	764	8.2	7.3
Plymouth	13,258	14,106	12,129	13,035	1,129	1,071	8.5	7.6
Plympton	880	936	803	863	78	73	8.9	7.8
Wareham	7,805	8,268	6,853	7,365	952	903	12.2	10.9
Taunton	25,472	26,284	23,569	24,532	1,903	1,752	7.5	6.7
Berkley	993	1,026	919	958	74	68	7.4	6.6
Raynham	3,321	3,437	3,116	3,248	205	189	6.2	5.5
Taunton	21,158	21,821	19,534	20,326	1,624	1,495	7.7	6.8
*Providence/ Warwick/Pawtucket	45,613	44,945	43,291	42,620	2,322	2,325	5.1	5.2
Attleboro	18,364	18,095	17,442	17,175	922	920	5.0	5.1
N. Attleborough	10,599	10,446	9,933	9,781	666	665	6.3	6.4
Norton	5,022	4,948	4,831	4,756	191	192	3.8	3.9
Plainville	2,400	2,364	2,299	2,261	101	103	4.2	4.4
Rehoboth	3,276	3,228	3,045	2,994	231	234	7.1	7.2
Seekonk	5,952	5,864	5,741	5,653	211	211	3.5	3.6
Mansfield	5,083	5,175	4,824	4,921	259	254	5.1	4.9
District Total	241,149	247,357	223,840	229,960	17,309	17,397	7.2	7.0

SOURCE: Massachusetts Division of Employment Security. Employment and Unemployment: Cities and Towns, Jan-Dec., 1978 and Jan.-Dec., 1979

*The Fall River LMA data does not include Tiverton and Little Compton in Rhode Island. The Providence/Warwick/Pawtucket LMA data does not include the Rhode Island portion of the LMA. Plymouth is not a member of the District.

LMA - Labor Market Area

UNEMPLOYMENT RATES BY RACE
1978



AVERAGE ANNUAL EMPLOYMENT BY MAJOR INDUSTRY DIVISION

1977 - 1978

	TOTAL 77	TOTAL 78	AGRICULTURE FORESTRY, FISHING 77	AGRICULTURE FORESTRY, FISHING 78	MINING 77	MINING 78	CONTRACT CONSTRUCTION 77	CONTRACT CONSTRUCTION 78	MANUFACTURING 77	MANUFACTURING 78	TRANSP. COMM. UTILITIES 77	TRANSP. COMM. UTILITIES 78	WHOLESALE/ RETAIL TRADE 77	WHOLESALE/ RETAIL TRADE 78	FINANCE INS., REAL EST 77	FINANCE INS., REAL EST 78	SERVICES 77	SERVICES 78
DISTRICT	150,719	157,733	1,618	2,313	104	95	4,287	4,735	75,883	78,361	5,658	5,903	34,777	35,385	6,051	6,209	22,243	23,747
*Fall River LMA	44,443	45,616	95	107	2	2	1,217	1,353	20,126	20,189	1,821	1,818	11,131	10,997	2,420	2,488	7,630	8,663
Dighton	801	1,092	12	12	0	0	37	31	455	407	7	11	73	73	11	19	206	540
Fall River	37,603	38,101	39	34	0	0	745	867	18,956	19,009	1,284	1,280	7,592	7,205	2,179	2,237	6,807	7,469
Somerset	2,314	2,414	23	20	0	0	138	115	206	243	435	427	1,115	1,218	153	154	246	237
Swansea	2,730	2,871	9	10	2	2	168	205	348	342	27	41	1,882	1,968	46	47	246	256
Westport	995	1,138	12	31	0	0	129	135	161	188	68	59	469	533	31	31	125	161
*New Bedford LMA	47,660	50,078	1,306	1,629	14	9	1,347	1,433	24,642	25,972	2,300	2,279	9,327	8,585	1,732	1,794	7,001	7,383
Acushnet	1,459	1,402	11	12	0	0	81	98	1,056	970	51	44	206	222	6	6	48	50
Fairhaven	2,822	3,123	272	305	0	0	117	129	329	381	109	141	1,288	1,362	151	173	556	632
Freetown	816	974	1	4	14	9	99	101	282	411	75	89	176	170	13	20	156	170
Lakeville	436	427	7	6	0	0	44	36	5	5	35	31	150	179	9	7	186	163
Marion	704	839	15	14	0	0	40	27	246	226	50	55	174	174	11	23	168	323
Mattapoisett	541	609	3	3	0	0	63	86	58	76	28	19	275	319	27	33	87	73
New Bedford	40,805	42,621	979	1,272	0	0	870	928	22,661	23,898	1,949	1,898	7,038	7,131	1,515	1,532	4,793	5,964
Rochester	77	83	18	13	0	0	33	28	5	5	3	2	11	28	0	0	7	8
*Plymouth	6,382	7,191	41	295	27	27	294	339	1,618	2,000	288	336	2,258	2,303	438	394	1,421	1,499
Carver	141	175	17	27	0	0	17	14	3	8	15	18	31	36	0	3	58	70
Middleboro	3,216	3,543	12	32	19	20	146	155	912	1,233	120	139	1,133	1,059	201	198	675	708
Plympton	611	676	3	0	0	0	33	29	549	621	5	7	5	4	7	8	10	7
Wareham	2,414	2,797	9	236	8	7	98	141	154	138	148	172	1,089	1,204	230	185	678	714
Taunton LMA	14,575	15,127	28	93	22	20	357	409	6,428	6,792	546	702	4,319	4,352	507	554	2,368	2,204
Berkley	56	63	1	1	0	0	4	4	3	4	6	8	41	44	0	0	1	1
Raynham	1,834	1,804	14	74	0	0	51	38	41	57	84	117	1,241	1,356	52	62	351	100
Taunton	12,685	13,260	13	18	22	20	302	367	6,384	6,731	456	577	3,037	2,952	455	492	2,016	2,103
*Prov/Warw./ Pawt. LMA	35,005	36,772	122	153	39	37	1,010	1,134	21,491	21,829	693	750	7,091	8,182	891	905	3,668	3,787
Attleboro	22,111	22,692	12	14	0	0	369	449	16,235	16,484	352	357	2,752	3,033	421	400	1,970	1,955
N. Attleborough	5,145	5,531	32	45	15	15	254	278	2,722	2,874	185	183	1,247	1,337	364	389	326	410
Norton	2,265	2,269	23	23	0	0	79	96	804	784	3	4	649	623	9	9	698	731
Plainville	1,959	2,012	9	9	24	22	166	153	1,175	1,265	27	35	383	348	32	33	143	148
Rehoboth	820	1,124	12	19	0	0	27	42	76	83	30	22	560	821	11	14	104	124
Seekonk	2,705	3,144	34	43	0	0	115	116	479	339	96	149	1,500	2,020	54	60	427	419
Other Mansfield	2,554	2,949	26	36	0	0	62	67	1,578	1,579	10	18	660	966	63	74	155	211

SOURCE: Massachusetts Cities and Towns: Employment and Wages By Major Industry Division, 1977-1978 (Massachusetts Division of Employment Security), December, 1978.

*The New Bedford LMA does not include Dartmouth. The Plymouth LMA data does not include Plymouth and the Providence/Pawtucket SMSA data does not include the Rhode Island portion of the SMSA. The communities listed are those which are members of the District.

NON-AGRICULTURAL WAGE AND SALARY EMPLOYMENT
ANNUAL AVERAGES

1978-1979

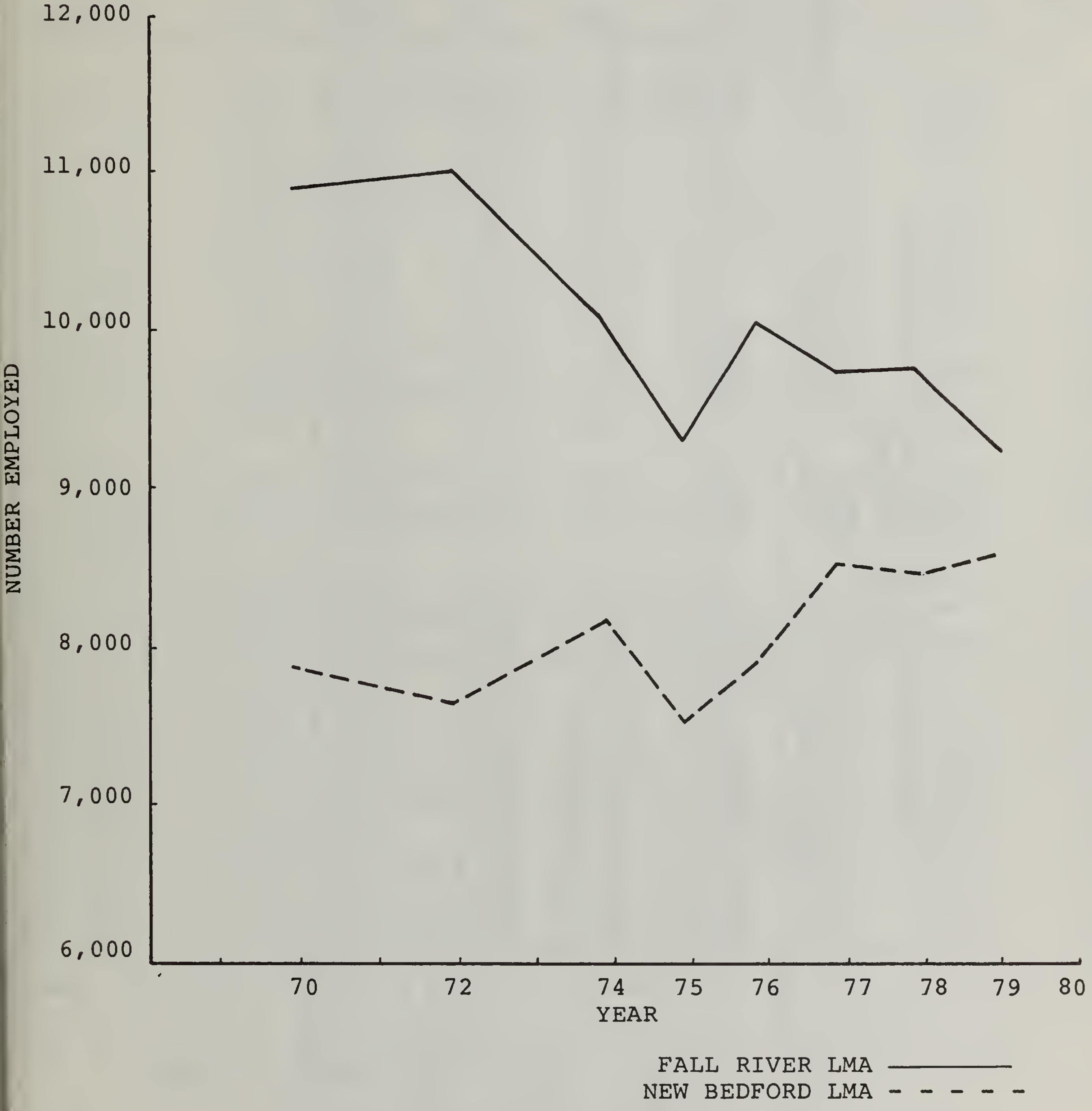
ITEMS	NUMBER OF EMPLOYEES (In Thousands)					
	MASSACHUSETTS		FALL RIVER LMA		NEW BEDFORD LMA	
	78	79	78	79	78	79
TOTAL	2,482,000	2,574,890	55,640	57,890	62,620	65,230
MANUFACTURING	641,080	663,080	21,140	21,240	25,470	26,180
DURABLE GOODS	364,690	386,930	3,020	3,330	8,280	8,740
PRIMARY FAB. METAL	70,960	73,090	**	**	2,920	3,180
MACHINERY (Exec. Elect.)	85,040	93,930	**	**	1,080	1,110
ELEC. MACHINERY	94,090	99,090	**	**	2,420	2,340
OTHER	114,600	120,820	**	**	1,870	2,110
NON DURABLE GOODS	276,380	276,150	18,120	17,920	17,190	17,430
TEXTILE MILL PROD.	29,020	28,830	4,480	4,780	2,260	2,580
APPAREL & RELATED	43,450	41,950	9,740	9,040	8,480	8,530
OTHER	203,910	205,380	3,890	4,100	6,450	6,330
NON-MANUFACTURING	1,840,890	1,911,820	34,500	36,650	37,150	39,050

SOURCE: 1978 and 1979 annual averages were obtained through a monthly compilation of the following periodical: Employment Review (Massachusetts Division of Employment Security), Vol. 5, Jan.-Dec., 1978; Vol. 6, Jan.-Dec., 1979.

**Not Available

APPAREL AND RELATED PRODUCTS IN THE DISTRICT

1970 - 1979



Source: Massachusetts Division of Employment Security

HOURS AND EARNINGS OF PRODUCTION WORKERS
ANNUAL AVERAGES
1979

	MASSACHUSETTS			FALL RIVER LMA			NEW BEDFORD LMA		
	Weekly		Hourly	Weekly		Hourly	Weekly		Hourly
ITEMS	Earn.	Hours	Earn.	Earn.	Hours	Earn.	Earn.	Hours	Earn.
Manufacturing	$242.88	40.2	$ 6.04	$179.01	36.6	$ 4.89	$206.04	38.7	$ 5.32
Durable Goods	264.44	41.3	6.41				232.74	41.8	5.57
Primary Fab. Metal	262.99	41.3	6.36				252.45	42.7	5.92
Machinery (Exc. Elect.)	271.52	42.8	6.34						
Electrical Machinery	244.89	40.0	6.12				153.71	39.3	3.92
Nondurable Goods	216.96	38.9	5.58				193.62	37.3	5.19
Textile Mill Prod.	206.08	41.4	4.98	205.58	41.4	4.97	201.31	43.3	4.65
Apparel & Related	156.82	33.9	4.63	145.72	32.2	4.53	179.72	34.7	5.18

SOURCE: Annual averages were obtained through a compilation of the following periodical: Employment Review (Massachusetts Division of Employment Security), Vol. 6, Jan-Dec. 1978.

DISTRICT POPULATION
1970 - 2000

COMMUNITY	1970	1975*	1980	1985	1990	1995	2000	PERCENT CHANGE 1975-2000
Acushnet	7,767	8,439	9,850	10,450	11,000	11,650	11,850	34.3
Attleboro	32,907	32,650	36,250	37,450	38,200	39,000	39,850	16.3
Berkley	2,027	2,300	2,500	2,700	2,850	3,000	3,050	34.7
Carver	2,420	4,280	5,050	5,850	6,700	7,350	**	97.0
Dartmouth	18,800	21,586	24,200	25,600	26,550	26,950	27,050	23.6
Dighton	4,667	5,076	5,850	6,300	6,600	6,900	7,100	36.2
Fairhaven	16,332	16,005	17,850	18,550	18,900	18,900	18,950	14.7
Fall River	96,898	100,339	90,550	88,800	88,700	89,550	90,250	-3.9
Freetown	4,270	5,417	6,200	7,100	8,000	8,550	9,250	69.5
Kingston	5,999	6,776	8,950	9,900	10,800	11,300	**	61.5
Lakeville	4,376	5,118	6,100	6,700	7,250	7,550	7,900	48.2
Mansfield	9,939	12,447	15,900	17,250	18,600	19,200	**	55.5
Marion	3,466	3,764	4,200	4,550	4,800	5,000	5,150	37.9
Mattapoisett	4,500	5,376	6,100	6,700	7,150	7,550	7,800	45.0
Middleboro	13,607	14,146	16,000	17,000	17,550	17,950	18,200	24.6
New Bedford	101,777	100,345	93,850	91,650	91,600	92,450	93,200	-4.5
N. Attleborough	18,665	19,120	21,400	22,350	23,050	23,700	24,250	21.8
Norton	9,487	9,869	13,200	14,400	15,550	16,150	**	44.4
Plainville	4,953	5,463	6,650	7,200	7,550	7,950	8,200	40.8
Plymouth	18,606	26,907	33,850	36,100	38,300	39,000	**	44.6
Plympton	1,304	1,679	2,450	2,950	3,550	4,050	**	140.4
Raynham	6,705	7,720	10,900	12,700	14,600	15,950	**	96.8
Rehoboth	6,512	7,009	8,300	9,050	9,500	9,900	10,300	40.7
Rochester	1,770	2,284	2,600	2,900	3,150	3,500	3,900	74.6
Seekonk	11,116	11,351	13,150	14,100	14,600	15,100	15,450	30.8
Somerset	18,088	19,205	22,150	23,100	23,550	23,650	23,700	17.5
Swansea	12,640	15,052	17,600	19,000	19,900	20,350	20,350	29.7
Taunton	43,756	42,148	43,350	43,700	44,000	44,450	45,100	4.2
Wareham	11,492	15,078	18,450	19,900	21,000	21,900	22,550	37.7
Westport	9,791	12,636	15,150	16,500	17,300	17,750	17,900	34.6
DISTRICT	504,637	539,385	578,550	600,350	620,900	636,250	**	17.4

Sources: 1970 U.S. Census of Population; 1975 Massachusetts State Census; Population Projections, Subtask 1.4 (SRPEDD), 1975.

*1975 figures were used as the projection basis
**Control figures not available at the time projections were prepared
NOTE: These figures include Kingston and Plymouth although they are no longer members of the District.

POPULATION AND CIVILIAN LABOR FORCE BY SEX AND MINORITY STATUS

1978

LMA		SEX	TOTAL	WHITE	MINORITY GROUP				
					CAPE VERDEAN	BLACK	OTHER RACES	SPAN.* HERIT.	TOTAL
FALL RIVER LMA	POP.	BOTH	178,160 (100.0%)	176,939 (99.3%)		343 (0.2%)	878 (0.5%)	2,633 (1.5%)	3,854 (2.2%)
		FEMALE	93,910 (100.0%)	93,363 (99.4%)		128 (0.1%)	418 (.04%)	491 (1.5%)	2,037 (2.1%)
	LABOR FORCE	BOTH	85,665 (100.0%)	85,152 (99.4%)		179 (0.2%)	350 (0.4%)	856 (1.0%)	1,385 (1.6%)
		FEMALE	38,275 (100.0%)	38,080 (99.5%)		38 (0.1%)	159 (0.4%)	421 (1.1%)	618 (1.6%)
NEW. BEDF. LMA	POP.	BOTH	171,063 (100.0%)	151,562 (88.6%)	14,540 (8.5%)	4,276 (2.5%)	684 (0.4%)	3,934 (2.3%)	23,436 (13.7%)
		FEMALE	89,641 (100.0%)	79,422 (88.6%)	7,709 (8.6%)	2,241 (2.5%)	269 (0.3%)	2,151 (2.4%)	12,370 (13.8%)
	LABOR FORCE	BOTH	82,394 (100.0%)	72,424 (87.9%)	7,993 (9.7%)	1,648 (2.0%)	329 (0.4%)	1,318 (1.6%)	11,288 (13.7%)
		FEMALE	36,719 (100.0%)	32,717 (89.1%)	3,305 (9.0%)	587 (1.6%)	110 (0.3%)	367 (1.0%)	4,369 11.9%
PLYMOUTH LMA	POP.	BOTH	72,416 (100.0%)	67,492 (93.2%)	3,403 (4.7%)	1,231 (1.7%)	290 (0.4%)	652 (0.9%)	5,576 (7.7%)
		FEMALE	37,444 (100.0%)	34,860 (93.1%)	1,760 (4.7%)	674 (4.7%)	150 (0.4%)	337 (0.9%)	2,921 (7.8%)
	LABOR FORCE	BOTH	35,197 (100.0%)	32,944 (93.6%)	1,619 (4.6%)	493 (1.4%)	141 (0.4%)	317 (0.9%)	2,570 (7.3%)
		FEMALE	14,071 (100.0%)	13,241 (94.1%)	591 (4.2%)	197 (1.4%)	42 (0.3%)	113 (0.8%)	943 (6.7%)
TAUNTON LMA	POP.	BOTH	52,113 (100.0%)	51,377 (98.6%)		511 (1.0%)	235 (0.4%)	499 (1.0%)	1,245 (2.4%)
		FEMALE	26,954 (100.0%)	26,597 (98.7%)		264 (1.0%)	114 (0.4%)	254 (0.9%)	632 (2.3%)
	LABOR FORCE	BOTH	24,989 (100.0%)	24,666 (98.7%)		252 (1.0%)	70 (0.3%)	190 (0.8%)	512 (2.0%)
		FEMALE	10,243 (100.0%)	10,102 (98.6%)		119 (1.2%)	21 (0.2%)	71 (0.7%)	211 (2.1%)

SOURCE: Manpower Information for Affirmative Action Programs: Fall River; New Bedford; Plymouth; and Taunton LMA's, (Massachusetts Division of Employment Security), 1979.

*Some duplication possible since Spanish American may include nonwhite races as well as white.

OCCUPATIONS OF PERSONS IN LABOR MARKET AREAS (LMA'S)

1978

	FALL RIVER LMA		NEW BEDFORD LMA		PLYMOUTH LMA		TAUNTON LMA	
OCCUPATION	EMPLOYED	UNEMP.	EMPLOYED	UNEMP.	EMPLOYED	UNEMP.	EMPLOYED	UNEMP.
PROFESSIONAL/ TECHNICAL (Eng., Phys., Teachers & Others	8,015	171 (9.7%)	9,134	360 (17.2%)	3,713	235 (22.8%)	2,803	89 (16.0%)
MANAGERS (Except Farm)	5,081		5,661 (7.5%)		2,560 (8.0%)		1,517	
SALES (Retail and Others)	4,619	300 (16.9%)	4,001	335 (16.0%)	2,016	227 (22.0%)	1,229	102 (18.4%)
CLERICAL (Sec. and Others	10,969		11,248 (14.9%)		6,817 (21.3%)		3,586	
CRAFTSMEN (Mech. Mach., Carp., Const. and Others)	11,474	470	10,719 (14.2%)	485	4,545 (14.2%)	260	3,363	136
OPERATIVES (Goods Manufacturing and Other Ind.)	19,118	427	19,174 (25.4%)	243	5,217 (16.3%)	29	5,527	79
TRANSPORT OPERATIVES (Truck Drivers and Others)	2,348		2,340 (3.1%)		1,217 (3.8%)		800	
SERVICE (Clean, Food, Health, Prot., and Other)	8,463	156 (8.8%)	8,832 (11.7%)	222 (10.6%)	4,129 (12.9%)	138 (13.4%)	3,160	50 (9.0%)
HOUSEHOLD	264		302 (0.4%)				89	
FARM (Workers, Man., Sup.)	638	20	453 (0.6%)	134	576 (1.8%)		234	11
LABORERS (Except Farm)	3,408		3,623 (4.8%)		1,216 (3.8%)		831	
Unaccounted/ Miscellaneous		228 (12.9%)		313 (15.0%)		120 (11.6%)		87 (15.7%)
ALL OCCUPATIONS	74,392	1,772	75,487	2,092	32,006	1,031	23,148	554

AVERAGE ANNUAL WAGES
OF WORKERS IN DISTRICT ESTABLISHMENTS

COMMUNITY	1967	1969	1971	1973	1975	1977
District	4,895	5,359	6,398	6,975	7,680	8,638
*Fall River LMA	5,455	5,953	6,902	7,317	7,611	8,343
Dighton	7,884	8,541	10,313	9,879	8,085	10,439
Fall River	4,539	5,187	5,889	6,525	7,232	8,198
Somerset	5,028	5,414	6,373	6,900	8,435	9,201
Swansea	5,252	5,422	5,893	6,681	7,022	6,573
Westport	4,580	5,202	6,043	6,599	7,280	7,302
*New Bedford LMA	4,446	4,962	5,867	7,001	7,400	8,442
Acushnet	5,347	5,960	7,040	7,411	8,869	10,472
Fairhaven	4,460	5,114	5,835	6,281	7,138	7,875
Freetown	5,528	5,135	6,217	11,099	7,882	8,995
Lakeville	2,588	3,122	3,835	4,270	4,816	5,095
Marion	6,182	7,516	8,225	8,885	10,293	10,441
Mattapoisett	3,565	4,127	4,511	5,043	6,402	7,461
New Bedford	4,758	5,457	6,053	6,966	8,062	9,458
Rochester	3,139	3,262	5,221	6,053	5,741	7,743
*Plymouth LMA	4,782	4,561	6,592	6,558	7,492	8,138
Carver	3,698	4,119	5,387	5,625	6,392	6,308
Middleborough	4,587	4,836	5,830	6,394	7,057	8,083
Plympton	6,365	4,086	9,402	7,739	9,102	10,094
Wareham	4,480	5,202	5,748	6,477	7,415	8,068
Taunton LMA	4,230	4,593	5,383	5,920	6,226	6,958
Berkley	3,392	3,468	4,972	4,739	4,013	5,269
Raynham	4,021	4,455	4,887	6,146	6,920	7,051
Taunton	5,276	5,855	6,289	6,876	7,744	8,553
*Providence/Warwick/ Pawtucket LMA	4,980	5,700	6,300	6,834	7,923	9,064
Attleboro	5,671	6,525	7,178	7,984	8,989	10,434
North Attleborough	5,218	5,867	6,228	6,781	7,750	8,580
Norton	4,520	5,091	5,613	6,853	8,376	9,279
Plainville	4,973	5,668	6,245	6,770	7,587	8,885
Rehoboth	4,907	6,295	7,108	6,475	7,891	9,169
Seekonk	4,591	4,755	5,425	6,139	6,947	8,035
Other						
Mansfield	5,477	6,385	7,342	8,221	9,431	10,885

SOURCE: Massachusetts Cities and Towns: Employment and Wages by Major Industry Divisions, 1976-1977, (Massachusetts Division of Employment Security), December, 1978.

*The communities listed are those which are members of the District. The New Bedford LMA data does not include Dartmouth. The Plymouth LMA data does not include Plymouth and the Providence/Warwick/Pawtucket LMA data does not include the Rhode Island portion of the LMA. The Fall River LMA does not include Tiverton and Little Compton in Rhode Island.

ESTIMATED PER CAPITA INCOME
(Dollars)

City/Town	1969	1975	% Change 1969-1975
Acushnet	2,697	3,891	45.2
Attleboro	3,385	4,739	40.0
Berkley	2,819	4,160	47.6
Carver	2,468	3,522	42.7
Dartmouth	3,484	4,937	41.7
Dighton	3,329	4,797	44.1
Fairhaven	3,043	4,452	46.3
Fall River	2,671	3,795	42.1
Freetown	2,948	4,460	51.3
Lakeville	3,170	4,761	50.2
Mansfield	3,124	4,732	51.5
Marion	3,773	5,268	39.6
Mattapoisett	3,376	5,075	50.3
Middleborough	2,882	4,134	43.4
New Bedford	2,690	3,922	45.8
No. Attleboro	3,307	4,676	41.4
Norton	2,851	4,034	41.5
Plainville	2,982	4,697	57.5
Plympton	3,183	4,747	49.1
Raynham	3,559	4,985	40.1
Rehoboth	3,100	4,563	47.2
Rochester	3,117	4,594	47.4
Seekonk	3,514	5,118	45.6
Somerset	3,269	4,685	43.3
Swansea	3,002	4,219	40.5
Taunton	2,824	3,987	41.2
Wareham	2,680	3,982	48.6
Westport	2,842	4,183	47.2
District Average	3,075	4,468	45.3

SOURCE: U.S. Dept of Commerce, Bureau of the Census; Population Estimates and 1975 and Revised 1974 Per Capita Population Estimates and Projections; Jan. 1979

MUNICIPAL VALUATION AND TAXATION

1978 - 1979

COMMUNITY	ASSESSED VALUATION ($000) 78	ASSESSED VALUATION ($000) 79	ACTUAL TAX RATES per $1,000 ($) 78	ACTUAL TAX RATES per $1,000 ($) 79	ASSES. RATIO (%) 78	ASSES. RATIO (%) 79	FULL VALUE TAX RATE per $1,000 ($) 78	FULL VALUE TAX RATE per $1,000 ($) 79
Acushnet	11,083	11,276	$252.00	$258.00	13	13	32.76	34.44
Attleboro	208,615	211,452	73.00	72.85	59	58	43.07	42.13
Berkley	11,807	12,760	62.00	65.00	46	51	28.52	33.15
Carver	10,475	10,905	245.00	266.00	17	15	41.65	41.05
Dighton	14,422	14,800	134.00	141.00	20	20	26.80	28.55
Fairhaven	28,189	28,564	205.00	211.00	20	20	41.00	42.15
Fall River	191,056	185,635	181.00	181.00	42	39	76.02	70.89
Freetown	13,894	14,694	173.00	182.00	15	16	25.95	28.56
Lakeville	40,201	42,175	54.60	53.00	59	59	32.21	31.08
Mansfield	65,385	67,674	89.60	89.60	38	40	34.05	35.42
Marion	38,786	39,892	54.40	54.40	44	40	23.94	21.68
Mattapoisett	41,121	42,094	70.00	68.00	44	45	30.80	30.59
Middleborough	65,259	65,759	96.00	96.00	44	43	42.24	40.97
New Bedford	227,912	235,495	173.20	174.80	32	39	55.42	68.75
North Attleborough	197,483	202,003	36.80	40.40	89	89	32.75	36.05
Norton	70,000	70,002	68.00	81.00	62	55	42.16	44.16
Plainville	78,128	79,725	29.70	30.65	100	100	29.70	30.65
Plympton	17,894	18,278	53.00	49.00	45	61	23.85	29.91
Raynham	74,045	76,254	52.40	52.00	71	69	37.20	35.95
Rehoboth	96,196	99,334	30.50	33.20	100	96	30.50	31.86
Rochester	15,009	16,106	73.50	77.50	44	42	32.34	32.39
Seekonk	131,415	134,734	42.50	43.00	72	71	30.60	30.43
Somerset	491,435	502,306	24.00	24.00	100	98	24.00	23.57
Swansea	105,105	107,933	45.50	48.00	64	63	29.12	30.46
Taunton	75,188	75,722	193.00	202.80	22	24	42.46	49.03
Wareham	163,371	166,101	49.80	52.20	71	68	35.36	35.50
Westport	29,793	30,157	168.00	132.00	19	16	31.92	21.17

SOURCE: Massachusetts Taxpayers Foundation, Inc. Municipal Financial Data, 1978 and 1979.

PAST AND PROJECTED LAND USE FOR THE DISTRICT

1950 - 1990

	1950		1970		50-70	1990		70-90
	Acres	% of Total	Acres	% of Total	% Change	Acres	% of Total	% Change
Residential	39,320	6	62,204	10	58.2	90,400	15	45.3
Commercial	2,529	.4	5,147	.8	103.5	6,374	1	23.8
Industrial	2,432	.4	4,472	.7	83.9	5,426	.9	21.3
Transportation	604	.1	8,164	1.3	1,251.6	9,700	1.6	18.8
Public & Open	3,508	.6	7,637	1	117.7	10,200	1.7	33.6
Extractive	624	.1	5,706	.7	814.4	7,700	1.3	34.9
Recreation	1,333	.2	7,366	1	452.6	15,500	2.5	110.4
Agriculture	109,061	18	86,110	14	-21.0	71,100	12	-17.4
Undeveloped	446,881	74	419,486	69	- 6.1	390,392	64	- 6.9
TOTAL	606,292	99.8	606,292	98.5		606,292	100.0	

SOURCE: The Comprehensive Regional Plan for Southeastern Massachusetts: Land Use Element (SRPEDD), January, 1978.

DWELLING UNITS

CITY/TOWN	ONE-FAMILY 1970	ONE-FAMILY 1978	TWO-FAMILY 1970	TWO-FAMILY 1978	MULTI-FAMILY 1970	MULTI-FAMILY 1978	TOTAL 1970	TOTAL 1978	70-78 %
Acushnet	1,824	2,232	317	317	100	202	2,241	2,751	18.5
Attleboro	5,784	6,603	2,058	2,106	2,454	3,696	10,298	12,338	16.6
Berkley	484	818	64	72	16	16	564	906	37.7
Carver	711	1,728	32	50	4	4	747	1,782	58.1
Dartmouth	5,140	6,688	612	672	275	275	6,027	7,635	21.1
Dighton	1,063	1,372	214	214	72	136	1,349	1,722	21.8
Fairhaven	3,938	4,237	879	879	461	650	5,278	5,766	8.5
Fall River	6,130	6,639	6,406	6,448	21,567	23,837	34,103	36,924	7.6
Freetown	1,098	1,904	67	107	45	45	1,210	2,056	41.1
Lakeville	1,290	1,675	15	15	6	6	1,311	1,696	22.7
Mansfield	2,179	2,868	529	765	335	745	3,043	4,378	40.5
Marion	1,038	1,304	50	50	49	49	1,137	1,403	19.0
Mattapoisett	1,252	1,670	139	139	78	82	1,469	1,891	22.3
Middleborough	2,805	3,592	732	732	664	1,048	4,201	5,372	21.8
New Bedford	10,740	11,538	8,224	9,324	17,556	19,531	36,520	40,393	9.6
No. Attleboro	3,599	4,434	951	955	1,240	1,816	5,790	7,205	19.6
Norton	2,086	2,835	159	175	202	691	2,447	3,701	33.9
Plainville	1,055	1,330	114	144	197	216	1,366	1,690	19.2
Plympton	322	559	16	16	0	0	338	575	41.2
Raynham	1,691	2,383	120	134	37	205	1,848	2,722	32.1
Rehoboth	1,670	2,178	187	213	16	16	1,873	2,407	22.2
Rochester	566	999	32	32	4	4	602	1,035	41.8
Seekonk	2,913	3,558	327	327	71	149	3,311	4,034	17.9
Somerset	4,450	5,172	558	558	487	562	5,495	6,292	12.7
Swansea	3,480	4,597	286	286	103	167	3,869	5,050	23.4
Taunton	6,081	7,103	3,999	4,325	3,475	4,351	13,555	15,779	14.1
Wareham	3,697	5,142	293	297	250	773	4,240	6,212	31.7
Westport	2,670	3,693	294	370	111	187	3,075	4,250	27.6
District	79,756	98,851	27,674	29,722	49,875	59,392	157,305	187,965	16.3

SOURCES: 1) 1970 U.S. Census, Fourth Count, and Second Count;
2) Building permit data, Massachusetts Department of Community Affairs and Commerce and Development, 1970-1978

Mass. Y3. SR1/3: 1980-1981

Revitalizing the Economy of Southeastern Massachusetts

Overall Economic Development Program

GOVERNMENT DOCUMENTS
COLLECTION
JUN 30 1988
University of Massach
Depository Co

june 1981

southeastern regional planning and economic development district

This cover depicts the Borden Mill in Fall River - the proposed site for the number one project in this report. The project was ranked by SRPEDD's Economic Development Committee for funding from the U. S. Economic Development Administration.

Symbolized on the cover is also the District's double-pronged approach to revitalizing the economy of southeastern Massachusetts - revitalization of existing major industries such as apparel and jewelry and attraction of new high growth industries such as the computer industry.

SOUTHEASTERN REGIONAL PLANNING AND ECONOMIC DEVELOPMENT DISTRICT
TOWN HALL ANNEX MARION, MA 02738

1980
ANNUAL REPORT
AND
1981
PROGRAM PROJECTION
OF THE
OVERALL ECONOMIC DEVELOPMENT PROGRAM

JUNE, 1981

Prepared with funding from the
U.S. Economic Development
Administration

CREDITS

SRPEDD COMMISSION
ECONOMIC DEVELOPMENT COMMITTEE

STAFF

Alexander V. Zaleski - Executive Director
Stephen C. Smith - Comprehensive Planning Manager
Maria Gooch - Economic Development Coordinator
Mark Linse - Sr. Economic Development Planner
Anita Sabourin - Graphics Specialist
Judith McCaffrey - Secretary
Susan Green - Sr. Secretary

CONTENTS

I. INTRODUCTION.......................... 1

II. ADMINISTRATION 3

A. AREA DESIGNATION AND PARTICIPATING GOVERNMENTS........................... 3
B. DISTRICT ORGANIZATION.................. 4

III. DEVELOPMENT EFFORTS.................... 11

A. INTRODUCTION........................... 11
B. EDA PROJECT DEVELOPMENT................ 11
C. MAJOR INDUSTRIAL AND COMMERCIAL DEVELOPMENT........................... 14

1. Attleboro Area..................... 19
2. Fall River Area.................... 20
3. New Bedford Area................... 21
4. Plymouth Area...................... 23
5. Taunton Area....................... 24

D. MANPOWER DEVELOPMENT................... 25
E. TRANSPORTATION......................... 28

1. Interstate 495..................... 28
2. New Bedford-Fairhaven Bridge....... 29
3. Brightman Street Bridge............ 29
4. Fall River Harbor Dredging......... 30

F. ENERGY................................. 30

1. New England Energy Park............ 30
2. Neesplan........................... 31
3. Coal Exploration................... 31
4. Low Head Hydroelectric Power....... 31
5. Offshore Oil Drilling.............. 31
6. Solar and Other Alternative Energies........................... 31
7. Waste Heat Utilization............. 32
8. Pilgrim Nuclear Power Plant II..... 32

IV. THE DISTRICT'S ECONOMY................. 33

A. INTRODUCTION........................... 33

1. The Broader Picture................ 33
2. 1980 In Perspective................ 33

B. EMPLOYMENT........................... 38
C. INDUSTRIAL GROWTH.................... 38
D. POPULATION AND LABOR................. 40
E. LAND USE............................. 41
F. HOUSING.............................. 41
G. TRANSPORTATION....................... 42
H. WATER QUALITY........................ 42

V. ECONOMIC DEVELOPMENT CENTERS 48

VI. POTENTIAL FOR ECONOMIC DEVELOPMENT · 53

A. ANALYSIS OF POTENTIALS............... 53
B. CONSTRAINTS.......................... 55

VII. STRATEGY AND IMPLEMENTATION 59

A. PROGRAM AND PROJECT SELECTION......... 59
B. PROGRAM CONSIDERATIONS AND COURSE OF ACTION..................... 59
C. PLAN FOR IMPLEMENTATION............... 67
  1. District Strategy................. 67
  2. Tasks and Proposed Activities..... 70

TABLES
(TEXT)

1. COMMISSION MEMBERS, 1980............. 7

2. ECONOMIC DEVELOPMENT COMMITTEE, 1980.. 9

3. EDA GRANTS TO MUNICIPALITIES, 1966 - 1980.......................... 12

4. MAJOR INDUSTRIAL AND COMMERCIAL DEVELOPMENT, 1980.................... 15

5. OCCUPATIONAL TRAINING IN SOUTHEASTERN MASSACHUSETTS........... 26

FIGURES

1. ORGANIZATION OF SRPEDD ECONOMIC DEVELOPMENT FUNCTION................ 6

2. HIGHWAY CONSTRUCTION, 1950-1979....... 43

3. WATER SUPPLY.......................... 47

4. POPULATION DISTRIBUTION............... 49

APPENDIX

EMPLOYMENT AND UNEMPLOYMENT.............. 1

UNEMPLOYMENT RATES BY RACE............... 2

SEP 3 1981 Perry

SRPEDD
SOUTHEASTERN REGIONAL PLANNING AND
ECONOMIC DEVELOPMENT DISTRICT
MARION, MASSACHUSETTS 02738, Tel. (617) 748-2100

MEMORANDUM

TO: Planning Boards, Chambers of Commerce, Industrial Development Commissions, State Officials, Legislators, and Others

FROM: Alexander V. Zaleski

DATE: August 27, 1981

SUBJECT: Annual Progress Report of the Overall Economic Development Program (OEDP) for 1980

Enclosed is a copy of the final Annual Progress Report of the Overall Economic Development Program (OEDP) for 1980 for your information.

As an Economic Development District (EDD) since 1969, SRPEDD has to prepare an annual progress report of its OEDP. This year's progress report was approved by the District Commission on July 29 after review by the Commissioners and the Economic Development Committee.

The progress report obviates the need for communities in the District of having to prepare their own progress reports in order to be eligible for funding from the Economic Development Administration (EDA). Membership in the District also makes municipalities eligible for 10% bonus funding from EDA on the total cost of an economic development project consistent with the District's OEDP progress report.

The progress report includes a ranking of projects in the region for EDA funding in fiscal year 1981. The ranking was prepared by the District's Economic Development Committee and adopted by the District Commission. The projects listed represent millions of dollars and thousands of jobs for the region.

The report also includes an analysis of the economic situation in the region; an assessment of the District's economic development efforts in 1980; and a strategy for dealing with the economic development problems of the area. This progress report is in fact a working master plan for the economic development of the region.

If you have any comments or suggestions, or would like more information, do not hesitate to contact me or Maria Gooch, economic development coordinator.

AVZ:MGG:spg

Enclosure

SRPEDD is an autonomous regional planning and economic development agency. Established by state law, SRPEDD is governed by a Commission comprised of representatives from member communities: Acushnet, Attleboro, Berkley, Carver, Dartmouth, Dighton, Fairhaven, Fall River, Freetown, Lakeville, Mansfield, Marion, Mattapoisett, Middleborough, New Bedford, North Attleborough, Norton, Plainville, Plympton, Raynham, Rehoboth, Rochester, Seekonk, Somerset, Swansea, Taunton, Wareham, Westport.

AVERAGE ANNUAL EMPLOYMENT BY MAJOR INDUSTRY DIVISION................. 3

NON-AGRICULTURAL WAGE AND SALARY EMPLOYMENT.............................. 5

APPAREL AND RELATED PRODUCTS IN THE DISTRICT......................... 6

HOURS AND EARNINGS OF PRODUCTION WORKERS...................... 7

POPULATION GROWTH, 1950-1980............. 8

POPULATION PROJECTIONS.................. 9

POPULATION AND CIVILIAN LABOR FORCE BY SEX AND MINORITY STATUS.............. 10

OCCUPATION OF WORKERS, 1970-1978......... 11

AVERAGE ANNUAL WAGES..................... 13

INCOME, 1970,1975........................ 14

PAST AND PROJECTED LAND USE FOR THE DISTRICT........................ 15

HOUSING UNITS............................ 16

MUNICIPAL VALUATION AND TAXATION 1979-1980................................ 17

introduction

The mission of the Economic Development Administration (EDA) under the U.S. Department of Commerce is to enhance the national economy.* EDA assists communities and areas experiencing economic distress to help themselves achieve lasting improvement. EDA's role is to support the effort of local people in devising their own programs to solve problems.

The program developed by local people to address an area's problems is the Overall Economic Development Program (OEDP). The OEDP is both a document and a process -- a process of area self-analysis, planning, and action to create new economic activity and improve community facilities and services.

The Public Works and Economic Development Act of 1965, as amended, requires that redevelopment areas and economic development districts such as SRPEDD formulate an OEDP. EDA must approve the OEDP prior to designating redevelopment areas and economic development districts as qualified to receive assistance.**

Continued eligibility of an EDA-designated redevelopment area or economic development district is contingent upon regular updating of the OEDP. This may be accomplished by submitting to EDA an Annual OEDP Report and Program Projection such as this one. Redevelopment areas located in a designated economic development district may satisfy this requirement by concurring with the district's annual report covering the area's activities.

An OEDP identifies assets and liabilities. It sets a course of action for dealing with problems created by unemployment and a sagging economy. Preparation of the OEDP is a process guided by a committee representing economic development interests in the area. Without this process efforts to tackle problems become disconcerted.

Beyond making it easier for an area to address economic problems, the OEDP also makes the area eligible for EDA funding. In southeastern Massachusetts, SRPEDD receives EDA funding to prepare an OEDP which makes six redevelopment areas eligible for EDA grants.

---

[*] U.S. Department of Commerce, Economic Development Administration. EDA Handbook, June, 1977.

[**] ______________. Guide for District Overall Economic Development Program, May, 1977.

Because SRPEDD updates the OEDP annually to maintain eligibility as an economic development district, member communities are also eligible for 10 percent bonuses on the total cost of public works projects.

The Annual OEDP does not include the detail of the original SRPEDD OEDP published in 1969. It provides, however, a review of accomplishments and significant changes in the economy during the past year and proposes a strategy to meet the new situation. This is a continuous and dynamic process.

The annual OEDP contains these elements:

- Fact gathering to assure understanding of current developments;
- Identification of potentials;
- Appraisal of urban places suitable to serve as centers for growth;
- Establishment of goals and intermediate objectives to direct development activities and measure progress;
- Devising a strategy for development -- a plan to achieve goals and objectives (a listing of projects); and
- Provision of a work program proposing methods for implementation of the strategy and projects.

Beyond making the area eligible for EDA funding, the most important aspect of the annual OEDP, by far, is the listing of projects in the region to be funded by EDA. Projects are ranked in order of priority. The listing provides guidance to EDA on which projects should be funded first.

administration

A. AREA DESIGNATION AND PARTICIPATING GOVERNMENTS

On November 13, 1969, the Southeastern Regional Planning Commission was designated by the Economic Development Administration (EDA) as an Economic Development District (EDD) under Title VI of the Public Works and Economic Development Act of 1965.

The purpose of an Economic Development District is to foster successful economic development on a large scale by grouping together economically distressed and healthy areas -- redevelopment areas and economic development centers or growth centers.

The District encompasses portions of three counties, twenty-eight municipalities and six redevelopment areas. The District's county membership includes: all of the communities in Bristol County with the exception of the town of Easton; the towns of Carver, Lakeville, Marion, Mattapoisett, Middleborough, Plympton, Rochester and Wareham in Plymouth County; and Plainville in Norfolk County. The Town of Dartmouth rejoined the District in 1980.

Four of the District's redevelopment areas -- Bourne/Wareham/Rochester, New Bedford, Providence/Pawtucket, and Plymouth -- were designated in 1966. The Fall River Redevelopment Area was designated in 1972 and the Taunton Redevelopment Area was designated in 1974. The Town of Mansfield is presently not included within a redevelopment area.

These redevelopment areas were designated on the basis of "substantial and/or persistent unemployment".* Redevelopment area designation enables an area to be eligible for the whole range of programs authorized by the Public Works and Economic Development Act.

Redevelopment areas were originally established on the basis of labor market area (LMA) information furnished by the Massachusetts Division of Employment Security (DES). Since designation, however, DES has changed the labor market area boundaries. The Bourne/Wareham/Rochester LMA has been eliminated, and Wareham and Rochester, both District communities, have been incorporated into the Plymouth and New Bedford LMA's respectively.

---

*U.S. Department of Commerce, Economic Development Administration. Designated Redevelopment Areas under the Public Works and Economic Development Act of 1965, as Amended, October 1, 1978.

This new composition presents a problem by interrupting the continuity needed for trend analysis. Furthermore, the new labor market area boundaries are not similar to the federally designated Standard Metropolitan Statistical Areas (SMSA's) in the District -- Fall River and New Bedford. Figure 1 shows the present labor market areas in the District for which DES provides information.

The District also has two designated economic development centers (EDC's) -- the cities of Fall River and Taunton -- and a redevelopment center (RC), the City of New Bedford. These growth centers are the economic activity nuclei of their respective redevelopment areas.

Redevelopment centers are those which are recognized as falling within a designated redevelopment area. Unlike economic development centers there is no limit on the population of RC's which may be in excess of 250,000 as of the last federal census.

B. DISTRICT ORGANIZATION

The Commission of the Southeastern Regional Planning and Economic Development District serves as the Overall Economic Development Program (OEDP) Committee for the District. The committee sets policy and provides guidance on all matters relating to the economic development of the District. But because of its size it relies on a smaller advisory committee, the Economic Development Committee (EDC) for specific recommendations. The minorities, education and finance.

In 1980 both David G. Knight (the present Commission Chairman) and Julia S. Enroth served as Chairman of the Economic Development Committee. They devoted many personal hours along with many members of the committee to making the committee's endeavors a success.

The EDC is responsible in conjunction with the OEDP Committee for developing criteria, and ranking economic development projects in the District. The committee also guides and assists the overall staff effort to prepare and implement the District's economic development program.

Membership lists for both committees are included in this section. The District Commission serving as the OEDP Committee met ten times in 1980 to make decisions and set policies on matters impacting on the District. Minutes of the meetings have been forwarded to EDA. The Economic Development Committee met nine times during the year.

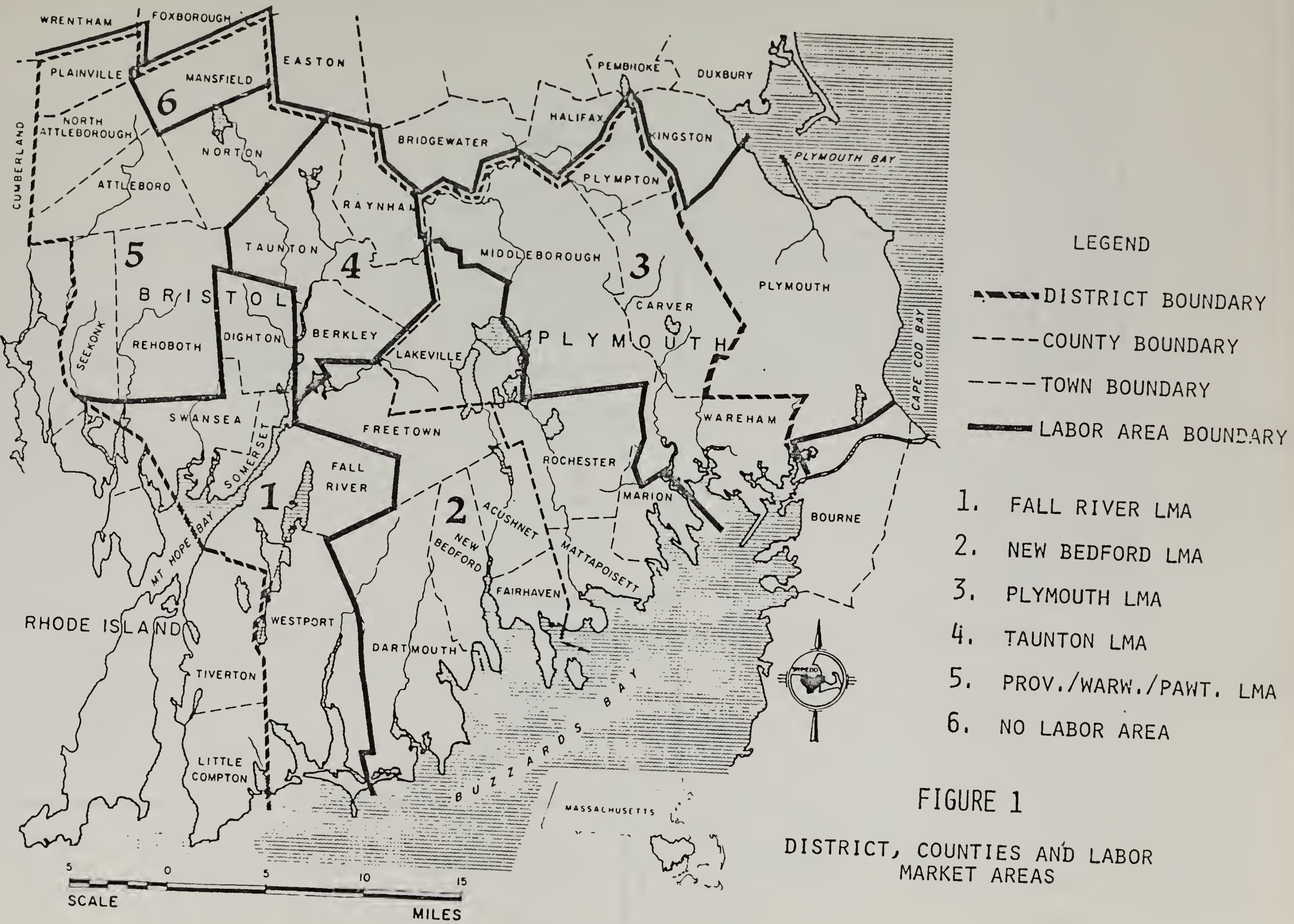


FIGURE 1

DISTRICT, COUNTIES AND LABOR MARKET AREAS

In 1980, one At-Large Commissioner representing low income and minority groups in the District was selected to serve on the OEDP Committee according to a District policy modified early in 1980. The policy provides for annual selection of representatives conducted by community groups meeting in caucus in each OEDP area of the District.

ORGANIZATION OF SRPEDD ECONOMIC DEVELOPMENT FUNCTION

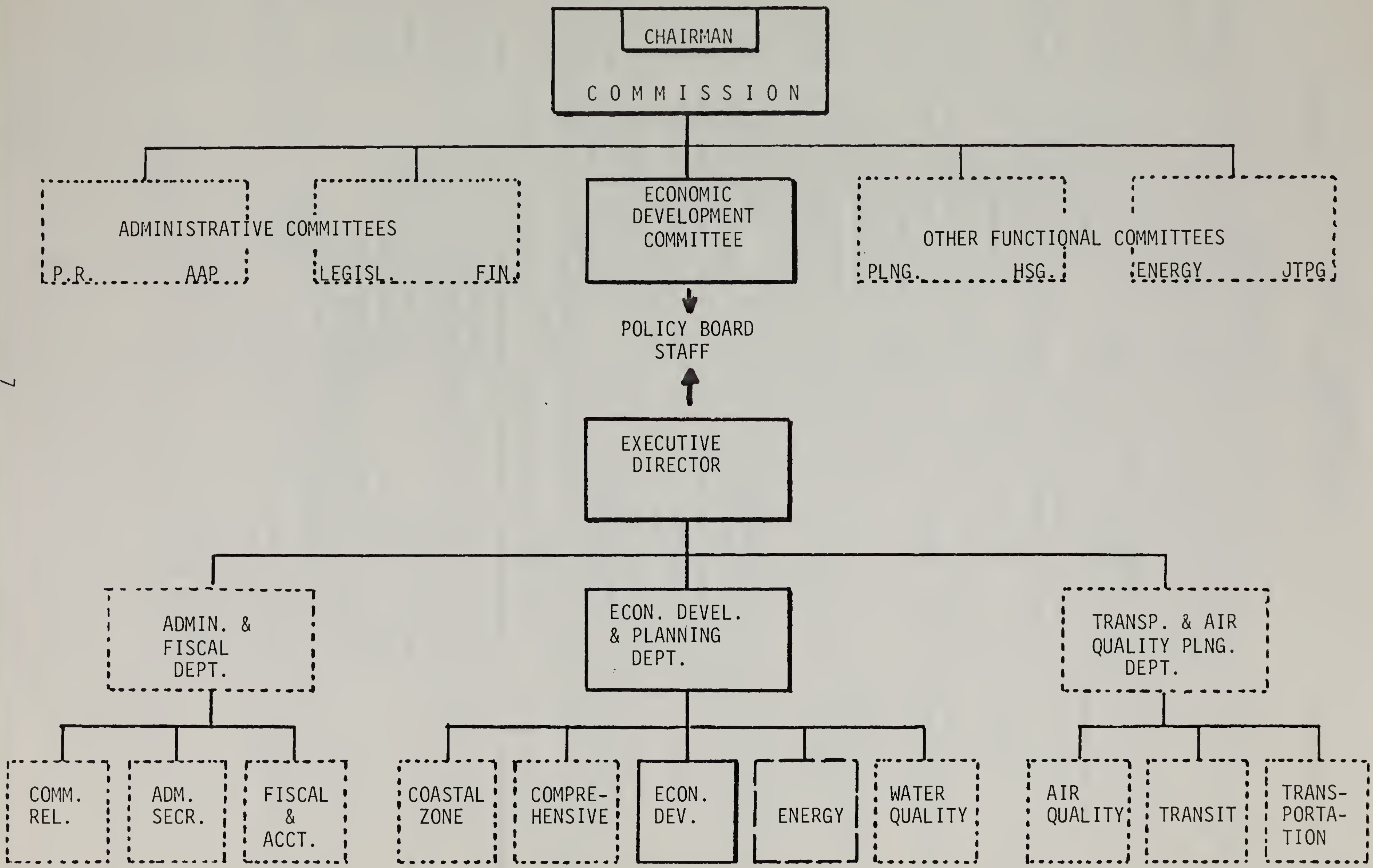


TABLE 1

COMMISSION MEMBERS
1980

CITY/ TOWN	MEMBER	OCCUPATION/ AFFILIATION	REPRESENTATION
Acushnet	James S. Madruga Charles R. Leonard*	Asst. Clerk of Courts Planning	Government Local Plan.
Attleboro	Mayor Gerald J. Keane Melville Moody	Mayor Cable Splicer	Government Labor
Berkley	Raymond D. Rose S. Kenneth Woodward*	 Teacher/Plan. Board	Government Education/Plan.
Carver	David G. Knight Timothy McGillicuddy*	Econ. Dev. Director Custodian/Plan. Board	Economic Dev. Local Plan.
Dartmouth	David L. Vincent Dr. Basil Castaldi*	Contractor Education Consult./ Plan. Board	Local Dev. Education/Local Plan.
Dighton	Allan Campbell Manuel Ferreira*	Civil Engineer Restaurant Owner/ Planning Board	Government Business/Local Planning
Fairhaven	Kenneth R. Vining Raymond Fleurent*	Retired Contractor/Plan. Bd.	Elderly/Gov't. Business/Plan.
Fall River	Alfred Edwards Robert P. Alves	Planning Director Fireman/Plan. Bd.	Plan/Gov.'t Local Plan.
Freetown	Marianno Rezendes* Richard Johnson*	 Planning Board	Government Local Plan.
Lakeville	Luke Leonard	Teacher	Education
Mansfield	Richard T. Curley Grace M. Genatossio*	Consultant Planning Bd.	Government Local Plan.
Marion	Joseph P. Zora* Robert L. Sundblad	Auto Foreman/Select. Engineer/Plan. Bd.	Government Local Plan.
Mattapoisett	Clayton E. King Frederic Farnham*	Dentist Teacher/Plan. Bd.	Government Local Plan.
Middleborough	Lawrence Carver* John A. Moore*	Retired Teacher/Plan. Bd.	Government Education/Plan.
New Bedford	Robert B. Davis Richard Walega	City Planner City Planning Director	Local Gov't. Local Plan.

*Elected Officials

CITY/ TOWN	MEMBER	OCCUPATION/ AFFILIATION	REPRESENTATION
North Attleborough	W. Russell Schofield Jr.*	Store Owner/Plan. Bd.	Bus./Local Plan.
Norton	William Jordan	Electrical Engineer	Gov't./Industry
	James Watson*	Plan. Bd.	Local Plan.
Plainville	Stanley Widak*	Developer/Plan. Bd.	Business/Plan.
Plympton	Lee A. Johnson	Teacher	Education
	D. Howard Randall, Jr.*	Mech. Engineer	Local Plan.
Raynham	Emeline MacDonald	Retired	Government
	John P. Lovenbury*	Planning Board	Local Plan.
Rehoboth	Diane Biello		Government
	Kenneth Hunnibell*	Assoc. Prof./Plan. Bd.	Education/Plan.
Rochester	Julia S. Enroth*	Selectman	Government
	Joseph Chamberlain*	Planning Board	Local Planning
Seekonk	Elizabeth Barker*	Selectman	Government
	John Murgia	Ind. Eng./Plan. Bd.	Local Planning
Somerset	Laurent Guay	Mechanical Engineer	Government
	Leonard R. Torchia*	Sales Rep./Plan. Bd.	Local Planning
Swansea	Michael W. Finglas	Executive Secretary	Government
Taunton	Fernand Medeiros*	Mech. Eng./City Council	Government
	William P. Lane	Mech. Eng./Plan. Bd.	Local Planning
Wareham	Robert F. Packard*	Grant Writer/Plan. Bd.	Local Planning
Westport	George M. Hall*	Retired	Local Planning

COMMISSIONER-AT-LARGE

Taunton Area	Dr. Karl Eklund	Scientist/Writer	Minority/Low Income
New Bedford Area	Eddie L. Johnson	Consultant	Minority/Low Income

*Elected Officials

TABLE 2

ECONOMIC DEVELOPMENT COMMITTEE

1980

COMMISSION MEMBERS

Dr. Basil Castaldi
Planning Board
Dartmouth, MA

Richard T. Curley
(Consultant)
Mansfield, MA.

Robert Davis
City Planning Department
New Bedford, MA

Julia S. Enroth
(SRPEDD Past Chairman &
EDC Chairman)
Rochester, MA

Eddie L. Johnson
(Consultant)
New Bedford, MA

David G. Knight
SPREDD Chairman
Carver, MA

Emeline MacDonald
(SRPEDD Vice-Chairman)
Raynham, MA

Timothy J. McGillicuddy, Jr.
(Custodian, 4th District
Court)
Carver, MA

Fernand Medeiros, PE
(Mechanical Engineer)
Taunton, MA

Robert L. Sundblad, PE
(Professional Engineer)
Marion, MA

PUBLIC AND PRIVATE SECTOR

Frank Baez
Impactor Hispano
New Bedford, MA

Francisco Cabral
Ser-Jobs for Progress Inc.
Fall River, MA

Kerry Horman
Planning and Community Dev. Dir.
Attleboro, MA

William McAloon
Industrial Dev. Commission Dir.
Taunton, MA

Aaron Mittleman
President
New England Apparel Mfg. Assoc., Inc.
Fall River, MA

Stephen C. Williams
Durfee Trust Co.
Fall River, MA

Mary Morss
Executive Director
Bristol County Dev. Council
Fall River, MA

Stanley Silas
(Jobs for Fall River, Inc.)
Fall River, MA

Chester Twardzicki
Director, Industrial Dev. Corp.
N. Attleborough, MA

John Vivian
President
Taunton Savings Bank
Taunton, MA

Dr. Richard J. Ward, Dean
College of Business and Industr
Southeastern Mass. University
North Dartmouth, MA

development efforts

A. INTRODUCTION

Although 1980 brought double digit inflation and high interest rates, the region continued to make major strides in its transformation into a viable and dynamic economic area. Many of the older industries did suffer setbacks but thanks to the industrial revenue bond program industrial expansion continued. Central business district projects also moved towards completion.

B. EDA PROJECT DEVELOPMENT

In 1980, the U.S. Economic Development Administration (EDA) funded the Fall River State Pier Project -- OEDP project number one for 1980. Table 3 outlines the projects funded in this region by EDA. From 1966 to 1980, EDA invested a total of $19,963,000 in this region.

The agency has funded five industrial parks (a $7.075 million investment): The Fall River Industrial Park; New Bedford Industrial Park; North Attleborough Industrial Park; Taunton Myles Standish Industrial Park; and Wareham Industrial Park.

These parks have provided space for existing industries and attracted new industries. They have provided an additional 5,585 jobs to this region and have helped improve the economic climate by creating spinoff impacts, leveraging private investment and supplementing local property taxes.

The region holds much hope for the remaining acreage in these parks. Recently, Massachusetts as a whole has fared well economically due to the vitality of the computer industry concentrated around Boston in the "Route 128 belt". Many of these industries, however, are looking for new labor force markets.

Southeastern Massachusetts with its large available labor force, ready industrial parks, accessibility, and reasonable land costs offers an alternative. Many economists view the "Route 495 belt" (partially in this region) as the future home of the computer industry.

The Taunton Myles Standish Industrial Park funded by EDA has direct access to Route 495. When the highway is completed in 1982, the 437-acre park should be filled rapidly. The other parks need additional EDA investment to expand acreage and services to meet present and future demands. The area also needs EDA investment to establish a regional manpower skills center which will train its large labor force.

TABLE 3

EDA GRANTS TO MUNICIPALITIES
1966 - 1980

DATE	COMMUNITY	PROJECT	GRANT
1966	Fall River	Port Development (T.A)	$ 50,000
"	"	Vocational Tech. H.S. (P.W.)	3,053,000
"	New Bedford	Terminal Bulkhead (P.W)	2,902,000
"	Dartmouth	Extension of Water Distribution Syst. (P.W.)	27,000
1967	Fall River	Industrial Expansion (T.A)	2,000
"	"	Ace Plastic (A.G.)	2,000
"	Plymouth	Waste Treatment Plant (P.W.)	1,056,000
"	"	Industrial Dev. Plan (T.A.)	25,000
1968	Fall River	Water/Sewer/Road to Industrial Park (P.W.)	1,032,000
"	North Attleborough	Master Plan/Ind. Park (T.A)	20,000
"	Plymouth	Water/Sewer/Road to Industrial Park (P.W.)	393,000
1969	New Bedford	Water/Sewer/Road to Industrial Park (P.W.)	517,000
1970	Fairhaven	Industrial Park Study (T.A.)	8,000
"	Fall River	Water/Sewer/Road to Industrial Park (P.W.)	200,000
1972	North Attleborough	Industrial Park (P.W.)	294,000
"	New Bedford	Urban Coalition/Red Crab Aquaculture Proj. (T.A.)	108,000
"	Plymouth	Sewer Pump Station (P.W.)	188,000
1973	Taunton	Industrial Park Study (T.A.)	15,000
1974	New Bedford	Water Main Const. (P.W.)	1,294,000
"	"	Urban Coalition/Red Crab Project (T.A.)	5,000
"	Somerset	Water Transmission Line (P.W.)	450,000
"	Taunton	Sewer Main/Ind. Park (P.W.)	858,000
"	"	Technical Assistance	38,000
1975	Taunton	Water Syst. & Rail Spur/Ind. Park (P.W.)	521,000
"	"	Site Clearance/Ind. Park (P.W.)	94,000
"	Fall River	Feasibility Study of Bulkhead Construction (T.A.)	89,000

TABLE 3 CONT'D.

DATE	COMMUNITY	PROJECT	GRANT
1975	New Bedford	Street and Sidewalk Imp. (P.W.)	$ 347,000
"	Wareham	Tremont Dam Rest. (P.W.)	400,000
1977	New Bedford	Rehab/Piers 3 and 4 (P.W.)	314,000
"	Wareham	Industrial Park (P.W.)	419,000
1978	North Attleborough	Ind. Park Exp. (P.W.)	1,670,000
1979	Fall River	Planning (T.A)	75,000
"	New Bedford	Planning (T.A.)	75,000
"	Taunton	Roadway/Site Imp. to Industrial Park (P.W.)	1,687,000
"	New Bedford	Industrial Land Dev. (T.A.)	42,000
"	Wareham	Water Mains (P.W.)	615,000
1980	Fall River	State Pier	2,175,000
"	"	Planning (T.A.)	19,000
"	NEAMA	Import Compet. Assistance (T.A)	169,000
"	New Bedford	Planning (T.A.)	61,000
Total			$21,159,800

SOURCES: 1. U.S. Economic Development Administration, 1979 Annual Report; 1980 Annual Report

2. U.S. Economic Development Administration, EDA Directory of Approved Projects, March 31, 1978.

P.W. - Public Works T.A. - Technical Assistance A.G.- Adjustment Grant

Continued technical assistance to communities and planning investments from EDA to agencies such as SRPEDD have also insured development of cohesive, coordinated strategies for the area and implementation of overall goals. This process - a minimal investment of $1.130 million in 14 years - has insured the cost effective use of federal funds.

Since 1968 EDA has also invested $10.149 million to improve the infrastructure of the four cities and other necessary facilities. The impact of this investment can be observed in the many revitalization efforts being undertaken in the region's cities.

During 1980, District economic development staff continued to work with other OEDP listed projects which presented short term potential. These included: Airport Industrial Park in Fall River; Regional Skills Center/Apparel Center in Fall River; Extension of Barnet Blvd/Industrial Park in New Bedford/Dartmouth; Water Supply Study in Attleboro; O'Neil Blvd/County Street Water Projects in Attleboro; Ocean Grove Neighborhood Revitalization Study in Swansea; and Onset Pier Restoration in Wareham.

It is expected that the Extension of Barnet Boulevard into Dartmouth to provide additional industrial space adjoining the New Bedford Industrial Park will be the next project to be funded by EDA. The project is in the final application stage.

C. MAJOR INDUSTRIAL AND COMMERCIAL DEVELOPMENT

In 1980, major industrial and commercial expansion in the region was funded for the most part through the industrial revenue bond program as shown on Table 4. Due to extremely high interest rates, development in the region might have been seriously curtailed if it were not for the program which provides loans to businesses at 60 to 70% of the prime rate. Industrial revenue bonds in 1980 represented an investment of $60,694,800 in the region.

Total investment accounted for $89,868,803. This included industrial revenue bonds; urban development action grants; private investment; and other state and federal grants. Total investment figures may be somewhat low since some figures were not available.

Major commercial and industrial development in the region in 1980 was expected to provide more than 6,000 permanents jobs and save another 560. It must be

TABLE 4

MAJOR INDUSTRIAL AND COMMERCIAL DEVELOPMENT

1980

LABOR MARKET AREA	BUSINESS CONSTRUCTION/EXPANSION	INVESTMENT	JOBS
Attleboro Area			
• Attleboro	Howard H. Sweet & Son (jewelry mfg.)	IRB $600,000; Other $106,800	8-13 Created
	Communication Cable of Mass. (wire mfg.)	IRB $915,000	80 Saved; 15 Created
• North Attleborough	V H Blackinton & Co. (jewelry mfg.)	IRB $2 M; Other $948,500	10 Created
	Sousa Brothers & DeMayo (steel fabricator)	IRB $210,000; Other $41,000	10 Created
	Deltran Corp. (electronics)	IRB $360,000	13 Created
	Advanced Materials Syst. (plating mach. mfg.)	IRB $1.3 M	24 Created
	Nordic Co. (glassware decorator)	IRB $330,000; Other $97,313	6 Created
	Artcraft Co. (stationery mfg.)	IRB $275,000; Other $45,600	24 Created
	Anhydro Inc. (spray dryer mfg.)	IRB $185,000	14 Created
• Plainville	Southern Development (waste disposal)	IRB $4 M	2 Created
• Mansfield	Corrofab Inc. (carboard mfg.)	IRB $425,000; Other $75,000	10 Created
	Michelin Tire Corp. (tire mfg.)	IRB $6 M; Other $500,000	10-15 Created
• Norton	Tweave Inc. (textiles mfg.)	NA	20 Created
Area Subtotals*		IRB $16.6 M Total $18,414,213	166-176 Created 80 Saved

TABLE 4 CONT'D

LABOR MARKET AREA	BUSINESS CONSTRUCTION/EXPANSION	INVESTMENT	JOBS
Fall River Area			
● Fall River	Nortek Inc. (textile dying and finishing)	IRB $1.75 M	50 Created
	Lea Mfg. Co. (plating mach. mfg.)	IRB $525,000	75-100 Created
	Phalo Corp. (wire and and cable mfg.)	UDAG $2.4 M; IRB $1.5 M	150 Created
	Robbins Mfg. Co. (bolts and screws)	IRB $1.8 M; Other $1,854,500	37 Created
	Milton Bradley (electronics toy assembly)	NA	200 Created
	Innotronics Inc. (computer mfg.)	NA	NA
	American Metallic Co.	IRB $1.5 M	30 Created
	Hudner Assoc. (developer)	IRB $2,310,800; Other $25,000	10 Created
	Aetna Life Insurance	Total $10 M	NA
	South Main Place Assoc. (developer)	IRB $2.95 M; Other $252,780	NA
	State Pier Modernization Project	EDA $2.1 M; Other $900,000	2,000
● Dighton	Boston Insulated Wire and Cable (wire and cable mountings)	IRB $1.6 M; Other $25,000	32 Created
● Swansea	Swansea Mall Expansion	NA	300 Construction; 900 Created
● Somerset	Alden Autoparts Warehouse	NA	37 Created
Area Subtotals*		IRB $13,935,800 Total $31,591,610	3521-3546 Created 300 Construction
New Bedford Area			
● New Bedford	Frionor Kitchens (frozen fish products)	IRB $3 M; Other $265,000	100 Created
	M.F. Foley (fish processing)	IRB $1.47 M	60 Created
	N.E. Plastics Corp. (plastic products)	IRB $500,000	8 Created

TABLE 4 CONT'D

LABOR MARKET AREA	BUSINESS CONSTRUCTION/EXPANSION	INVESTMENT	JOBS
	Cliftex Corp. (men's clothing)	IRB $4 M	145 Created
	Julius Koch, USA (textiles)	IRB $1.8 M; Other $11,000	45 Created
	Golden Eye Seafoods (fish processing)	IRB $1.54 M	75-100 Created
	Sea-Lect Foods (fish processing)	IRB $2.7 M	50 Created
	Capeway Seafoods (fish processing)	UDAG $553,000; IRB $2.42 M	1,200 - 1,500 Created
	Acushnet Capacitor	UDAG $300,000; IRB $825,000	
	C.P. Bourg Inc.	IRB $$1.4M	
	Varian Assoc. (components for vacuum syst.	NA	50-80 Created
	IMP Industries (fishing net mfg.)	Private $700,000	25 Created
	Phipps Electronics (marine electrical supply)	NA	NA
	J.C. Motta (textile mach.)	NA	NA
	State Pier Dry Storage Warehouse	State $2.5 M	NA
	Peter J. Schuessler (dentist)	IRB $150,000 Other $135,808	15 Created
	Roger R. LaCoste (dentist)	IRB $175,000; Other $74,949	6 Created
	Frank C. Santos Jr. (accountant)	IRB $250,000 Other $160,000	12 Created
	New Bedford Municipal Employees Credit Union	IRB $450,000 Other $24,000	4 Created
	Plumbers' Supply Bldg. (apartments and stores)	UDAG $400,000	NA
● Dartmouth	Gaspar's Linguica Co. (sausage)	IRB $1.35 M; Other $330,000	52 Created
● Marion	Sippican Corp. (electric equipment)	IRB $1.629 M	66 Created

TABLE 4 CONT'D

LABOR MARKET AREA	BUSINESS CONSTRUCTION/EXPANSION	INVESTMENT	JOBS
• Lakeville	Royal Seafood (fish processing)	NA	25 Created
Area Subtotals*		IRB $23,659,000 Total $29,112,980	1,938-2,293 Created
Plymouth Area			
• Middleborough	Louis M. Gerson Co. (microwave products)	IRB $200,000	130 Created
	North East Refrigerator	IRB $1.3 M	8 Created
• Wareham	M/A Com Inc. (microwave components mfg.)	IRB $5 M	100 Created
	Sonoco Products (polythelene grocery sacks)	WDC $100,000 Total $3 M	25 Created
	American Refining/Tech Machine Center Inc./Engineering Model Labs	NA	20 Created
	Tremont Dam Electrification	DOL $1.25 M	85 Created
Area Subtotals*		IRB $6,500,000 Total $10,750,000	363 Created
Taunton Area			
• Taunton	Norwell/Haskon Corp. (plastics mfg.)	NA	500 Saved; 40 Created
	Boyden Molding Inc.	NA	15 Created
Area Subtotals*		NA	55 Created 500 Saved
Region Totals*		IRB $60,694,800 Total $89,868,803	6,048-6,438 Created; 300 Construction; 580 Saved

SOURCE: Massachusetts Industrial Finance Agency (MIFA); information from Industrial Development Commission offices; and newspaper clippings.

*Subarea totals and the regional total do not include investment and employment figures which were not available. Totals, therefore, are muchlarger than represented here. IRB - Industrial Revenue Bond; UDAG - Urban Development Action Grant; EDA - Economic Development Administration; DOL - Department of Labor; NA - not available; WDC - Wareham Development Commission.

remembered, however, that some of this job impact will not be felt until some projects are totally completed. Although impressive in terms of development impact, these figures do not provide a true picture of the employment situation in the region since lay-offs and company closings due to the recession are not accounted for.

1. ATTLEBORO AREA

In terms of industrial growth, the Attleboro Area is one of the healthiest areas in the region. In 1980, the area continued to register strides in industrial development. The area includes the City of Attleboro and, the towns of North Attleborough, Norton, Plainville, Rehoboth, and Seekonk. For the purposes of discussion in this section, the Town of Mansfield is also included in the Attleboro Area, although it is not in the labor market area.

In 1980 total business construction/expansion accounted for almost 200 jobs in the area. Most of the development took place in the Town of North Attleborough, where the EDA funded industrial park has been very successful. Presently the park has 15 firms with approximately 1,010 employees - 100 percent growth from 1979.

The 88 acres still available in phase two have great potential due to the park's proximity to three major interstate highways - 95, 295 and 495. The success of the park is of special importance to the District. The District has worked closely with the economic development community in North Attleborough in obtaining EDA funding for the park.

Texas Instruments, a high technology industry, is located in the City of Attleboro. The company's employment over the past few years has ranged around 5,000. Another big segment of all industrial employment in Attleboro and North Attleborough is jewelry manufacturing.

Jewelry firms in the area, however, face an "anxious" future. The inflationary state of the economy and growing import competition are problems. Although high priced jewelry is doing well, costume jewelry has been victim to cautious buying. Recent relaxation of import quotas on jewelry are a matter of great concern in the future.

In Mansfield, the Cabot, Cabot and Forbes Industrial Center continued to grow in 1980. The center boasts 30 firms employing 6,000 employees and still has 280 acres available for development. Another nine new plants are scheduled to begin construction in the park.

In terms of commercial development, the City of Attleboro continued its efforts in central business district revitalization. The Union Park Plaza Urban Renewal Project Plan which was prepared with District assistance encompasses two blocks at Union and Park Streets. The project when completed is expected to produce 25,000 additional square feet of retail space in downtown Attleboro. The project will also include a new city hall and police station.

In Mansfield a Commercial Area Revitalization District (CARD) Plan was completed and developers are beginning to show interest in investing in the central business district.

2. FALL RIVER AREA

Although 1980 posed problems for the apparel and textile industries, the Fall River Area continued to attract the diversified industrial base it so desperately needs. The Fall River Area includes the City of Fall River and the towns of Dighton, Somerset, Swansea and Westport.

In 1980, the City of Fall River saw the construction/expansion of seven industries expected to provide an additional 542 jobs. One of these companies was Milton Bradley, a high technology industry, which credits the work ethic of Fall River's labor force as the major reason for moving into the city.

The Fall River Industrial Park is a show-piece of industrial growth in recent years. The 700-acre park has 14 firms that employ approximately 1,500 workers. Two hundred acres are still available for development.

A recent energy development also holds much promise for Fall River. Early in 1980, EG&G of Wellesley announced that it will be locating a $1.8 billion coal gasification plant in the City. The plant is expected to create 5,000 construction jobs and 1,000 permanent jobs.

In terms of commercial development the city began work on the downtown mall - South Main Place - a new parking garage of 414 cars, hundreds of new apartments and renewal of the historic Academy Building. The prospect of an Aetna Life Insurance building which would bring close to 1,000 people downtown daily to work, shop, etc. also looks bright..

The Heritage Park Steering Committee continued overseeing the development of the Waterfront Heritage Park funded in 1978 with a $5 million state grant.

The proposed park development will extend for about three quarters of a mile along the Taunton River, from the Braga Bridge-Battleship Cove site north to Baylies Street and the new Bicentennial Park.

The park consists of a comprehensive development package including tourism and commercial development. It will include pedestrian walkways, bicycle paths, parking areas and a community sailing pavillion. It is expected to leverage private investment from $12 to $17 million in the form of a marina, two multi-storied luxury apartment complexes, a motel and specialty shops.

The city also suffered some setbacks in 1980. Clothing sales slipped resulting in some temporary lay-offs. Duzick Trawlers Inc. stalled plans to move its fishing and processing operations to the city due to high interest rates. Rehabilitation of the Durfee Mill Complex was cancelled, and O'Day boat works laid off dozens of workers. Atlantic Ships Mgt. Ltd, a Nova Scotia firm under contract to conduct roll-on, roll-off containerized cargo operation in connection with the State Pier Modernization Project also ceased operations.

In Dighton construction by Boston Insulated Wire and Cable represented an addtional 32 jobs for the town. In Swansea rehabilitation of 41 housing units in the Ocean Grove neighborhood with $143,000 from the U.S. Department of Housing and Urban Development signaled the revitalization of this blighted area.

On August 12 Swansea also celebrated the opening of the new 35 store addition to the existing mall. The addition provided 300 construction jobs and added another 900 permanent jobs.

3. NEW BEDFORD AREA

In the New Bedford Area efforts to attract new industries and bolster existing industries continued to pay off in 1980.

The New Bedford Area includes the City of New Bedford, and the Towns of Acushnet, Dartmouth, Fairhaven, Freetown, Lakeville, Marion, Mattapoisett and Rochester.

The industrial base in the City of New Bedford relies heavily on the textile and apparel industries, but is more diversified than that of the City of Fall River. Like Fall River, however, New Bedford is also trying to attract the high technology industry. In 1980 Varian Associates, a manufacturer of components for vacuum systems, moved into the city and employs 53 people. The company sited two important reasons for moving to New Bedford: the labor force and available training programs.

In 1980, the contruction/expansion of 19 businesses provided around 2,000 jobs. Most of the new business expansion was in fish processing. Last year the fishing industry registered another record $70.5 million seafood catch. The expanded fishing fleet, escalating operating cost and lower dockside prices, however, combined to cause an average price drop of four cents per pound.

The city continued towards completion of central business projects. New construction represents an investment of $55 million and overall completion is expected to add another $45 million. The superblock development is a service oriented complex which includes two urban renewal parcels: a 5.43 acre site across from the Post Office; and a 1.44 acre hotel site east of the Elm Street parking garage. The $25 million complex will comprise an eight to 12 story office tower and new retail shops. The project will include extensive rehabilitation of the Claremont and Olympia buildings for shops and office. A 170-room hotel is also proposed.

New Bedford's historic district continued to attract thousands of visitors to the city. In 1980 a total of 700,000 people visited the district - a 40% growth over 1979. A five year survey on the waterfront district conducted by the Waterfront Historic Area League, Inc. found the following:

- Public Investment - $2,757,000 in public works and building improvements;

- Private Investment - $4 million for 36 out of 70 buildings;

- Jobs - an increase of 210 with the two largest generators employing 40 people each - Freestone's and the Candleworks Restaurants - 22 new businesses and 23 expansions;

- Housing - seven new residential units where there were none; and

- Assessed Valuation - a 39 percent increase for the city over 1974.

The City of New Bedford, however, also suffered some setbacks in 1980. A decline in clothing sales caused temporary lay-offs and several stores closed down - Charlie's Sports Stores; First National Stores; and DeWolf and Vincent Hardware. Bristol Electronics Inc. was nearly inoperative at year's end.

In the Town of Dartmouth Gaspar's Linguica constructed a new building and added 52 employees to its work force. By spring '81 construction is scheduled to begin on the Melvin Simon and Assoc. mall near the existing mall. The 800,000 square foot shopping center will include Jordan Marsh and J.C. Penney and another 100 smaller stores. A total of 1,500 jobs are expected to be created and an additional $750,000 per year will be raised by the town in tax revenues.

In the towns of Marion and Lakeville two industries obtained industrial revenue bonds for construction/ expansion. The Sippican Corporation will provide an additional 66 jobs in Marion and Royal Seafood will provide 25 new jobs in Lakeville.

4. PLYMOUTH AREA

The communities in the Plymouth Area which are members of the District include: Carver, Middleborough, Plympton, and Wareham.

In 1980 the Wareham Industrial Park which has been funded with EDA money attracted another new industry employing around 100 people. New Bedford Gas and Edison Light Company constructed a $5 million building next to the industrial park which will employ 375 people.

Total business construction/expansion represented an additional 145 jobs for Wareham - a community which suffers from high seasonal unemployment rates. M/A - COM Inc., the high technology company which moved into the park, alone is expected to provide 100 jobs. This industry which is a subsidiary of Digital, provides much promise for additional employment.

Another project, Tremont Dam Electrification, funded by U.S. Department of Labor is expected to provide 85 jobs, mostly to youth. With the assistance of the District, Wareham has prepared a Commercial Area Revitalization District (CARD) Plan for the Onset Area. This will enable commercial ventures in Onset to obtain loans at 60 to 70% of the prime rate, and is expected to provide an incentive for continued revitalization of the area. A major anticipated project is the development of an 18- hole golf course into an inn-conference center.

In Middleborough business construction/expansion added an additional 138 jobs to the town. Due to its access to Route 25/495 and other factors the town also has much potential for industrial growth.

5. TAUNTON AREA

The Taunton Area includes the City of Taunton and the towns of Berkley and Raynham.

In 1980 industry construction/expansion represented an additional 92 jobs for the City of Taunton. The city turned what could have been a setback to its advantage. Haskon Corp. moved into the city and bought Hercules Corp. which had announced it would be moving out. The company saved 480 jobs and added 40.

The Myles Standish Industrial Park in the city continued to provide great potential for attracting the high technology industry located around the "Route 128 belt."

Development of the park is expected to provide 4,000 to 6,000 jobs in manufacturing, distribution and warehousing. Overall development of the park which has been funded with EDA money hinges on the construction of Interstate 495 from Mansfield to Raynham. The highway is scheduled to be completed by 1982.

Development of phase one has begun and a grant of $1.6 million was received in 1979 from EDA for development of phase two. Under phase one, which consists of 94 saleable acres, two companies have already located in the park: Boyden Plastics with a total of 200 employees; and Waters Associates which presently has 50 employees with the potential to expand to 500.

On another site in the City of Taunton, Compugraphics Inc., a rapidly growing firm with plants north of Boston, plans to build by 1981 or 82 a 100,000 sq.ft. plant with a potential for 300 jobs. The Taunton Area along with the Attleboro Area have fared much better in the last few years in terms of manufacturing employment than the rest of the region. These two areas making up the northwestern part of the region have continually registered growth in manufacturing employment. The southern portion of the region, however, has made considerable efforts in the recent past to catch up.

In terms of commercial development, in 1980 the City of Taunton continued major revitalization efforts in its downtown and began to address the Weir Neighborhood. Court Street '76, which was planned with District assistance, is 95 percent complete. The project includes renovations and additions at the Taunton Savings Bank and Taunton Tire Service. Next door to Court Street the Taunton Daily Gazette has constructed a new building which blends well with its environs. Near Morton Hospital, the new Thayer Medical Building was constructed in 1979. Construction of elderly housing in the old Buick Building downtown was expected to be completed in early '81.

D. MANPOWER DEVELOPMENT

During 1980 southeastern Massachusetts witnessed increased efforts towards the matching of employment needs and training programs offered. Programs designed to provide vocational education were provided by high schools, vocational technical schools, colleges, and CETA consortiums. A breakdown is given in Table 5 which lists the existing training programs related to primary sector employment or in high demand in southeastern Massachusetts.

A survey conducted by the SMU Center for Research and Business Activity for the Southeastern Massachusetts Private Industry Council (SEMPIC) indicated the following positions as needed in the next two-three years: assemblers, general operatives, solderers, food service workers, nursing aides, carpenters, and machine tool operators. The demand for assemblers and solderers comes mainly from several high technology firms in the Attleboro-Mansfield area.

On November 15, 1979, Governor Edward King announced that the City of Fall River would be one of four cities in the state to have a regional manpower skills center. This meant that in an application submitted to EDA by the Massachusetts Department of Manpower Development, Fall River would be proposed as one of the four sites. If and when the application is funded, Fall River will have a regional skills center which will primarily meet the manpower training needs of high technology industry.

TABLE 5

OCCUPATIONAL TRAINING IN SOUTHEASTERN MASSACHUSETTS

Program \ Institutions (HIGH SCHOOLS)	Apponequet (Freetown-Lakeville) Reg. Voc.	Attleboro Voc. Tech.	Bristol County Agri-cultural (Dighton)	Bristol-Plym. Reg. Voc. Tech. (Taunton)	Cape Cod Reg. Voc. Tech. (Harwich)	Dighton-Rehoboth Reg. Voc. (Rehoboth)	Greater F.R. (Diman) Reg. Voc. Tech. (Fall River)	Dartmouth	King Philip Reg. Voc. (Wrentham)	Greater New Bedford Reg. Voc. Tech. (New Bedford)	Old Colony Reg. Voc. Tech (Rochester)	Silver Lake Reg. (Kingston)	Southeastern Reg. Voc. Tech. (South Easton)	Upper Cape Reg. Voc. Tech. (Bourne)
AGRICULTURE			X		X							X		
DISTRIBUTIVE EDUCATION	X	X		X	X			X	X			X	X	
HEALTH				X	X								X	
HOME ECONOMICS		X			X			X	X	X	X	X		
OFFICE											X			
TRADES														
Air Conditioning/ Refrigeration					X								X	
Auto Body				X	X			X				X	X	X
Auto Mechanics	X	X		X	X	X	X	X	X	X	X	X	X	X
Carpentry		X		X	X	X	X		X	X	X	X	X	X
Commercial Art/Design		X		X	X	X	X			X			X	
Drafting		X		X		X	X			X	X		X	X
Electricity		X		X	X		X		X	X	X		X	X
Electronics		X		X	X		X			X	X		X	X
Machine Shop	X	X		X		X	X		X	X	X		X	X
Marine					X									
Masonry					X								X	X
Metal Fabrication		X		X			X						X	X
Plumbing					X		X		X				X	X
Quantity Foods		X		X	X		X				X		X	X
Steam Engineering										X				
Welding							X			X	X	X		
Commercial Fishing					X									

SOURCES: 1. Massachusetts Department of Education, 1980
2. New Bedford and Fall River CETA's, 1981

TABLE 5 CONT'D.

Program \ Institution	COLLEGES			POST-SECONDARY				CETA	
	Bristol Community (Fall River)	Cape Cod Community (Barnstable)	Massasoit Community (Brockton)	Bristol-Plymouth Reg. Voc. Tech. (Taunton)	Greater F.R. (Diman) Reg. Voc. Tech. (Fall River)	Southeastern Reg. Voc. Tech. (South Easton)	Upper Cape Reg. Voc. Tech. (Bourne)	New Bedford	Fall River
DISTRIBUTIVE EDUCATION	X	X	X						
HEALTH									
Dental	X	X	X		X	X			
L.P.N.				X	X	X	X		X
Medical Technician	X								X
Mental Health Technician	X								
Nurse's Aide	X	X	X		X			X	X
HOME ECONOMICS	X								
OFFICE									
Bookkeeping/Accounting								X	
Clerical								X	X
Data Processing				X	X	X		X	X
TRADES									
Auto Repair								X	X
Basic Engineering	X	X	X						
Boat Building								X	X
Carpentry								X	
Cooking								X	
Drafting	X							X	X
Electrical Technology	X								
Electronic Technology			X		X	X		X	X
Land Surveying	X								
Machine Trades	X							X	X
Police Science	X	X	X						
Sewing Machine Repair								X	X
Solar Heating								X	
Truck Driver								X	
Welding								X	X

In trying to diversify the economic base of the region, the District's largest cities have tried to attract high-technology industry. Although the District has a large pool of available labor, the skills center may provide the added incentive for high-technology industries.

The high technology field is one of the fastest growing in the District. In the Taunton-Attleboro-Mansfield area, nearly a quarter of all the factory employees work in high technology firms. However, for high-level jobs such as engineers, institutions of higher education serving southeastern Massachusetts are supplying less than 10 percent of the actual demand. For technologists/ technicians, education and training institutions of southeastern Massachusetts are supplying only about 25% of the region's needs.

Through the efforts of the Private Industry Councils (PIC's) serving the District, programs have been initiated to deal directly with the training needs of the private sector. Programs started by SEMPIC include: hi-tech preparation, computer programmers/data entry, assemblers training, jewelry model making, and spring makers. The New Bedford PIC has developed the following programs: insurance clerk training, advanced machine-shop, bank teller training, and the hiring of a high technology consultant. Programs begun by the Fall River PIC include motivational training, development of a lace industry, and workshops on labor management.

During the past year the jewelry industry in Attleboro and the apparel industry in Fall River have developed proposals which involve skill center training. Working in coordination with the public sector, these proposals are designed to provide occupational training programs which will satisfy presently unmet needs of business and industry.

E. TRANSPORTATION

In 1980, a number of transportation projects had major impact in the economic development of the District. These include: Interstate 495; the New Bedford-Fairhaven Bridge; the Brightman Street Bridge; and the dredging of Fall River Harbor.

1. INTERSTATE 495

The construction of Interstate 495 is the most significant transportation project currently underway in the District. Construction began four years ago on the highway. It will pass through Mansfield, Norton, Taunton and Raynham. It is expected to relieve conditions on old state routes and town roads which are presently burdened with commuter and Cape Cod traffic.

The "six-lane" highway is viewed as a means to spur industrial growth in southeastern Massachusetts. The Taunton area will be linked to the central part of the state and to major highways and centers of activity in eastern Massachusetts.

The full 14 mile connection between Route 25 in Raynham and Interstate 495 in Foxboro is expected to be completed by late 1982. There will be interchanges at Route 140 in Mansfield, Route 123 in Norton, Bay Street and Route 138 in Taunton and at Routes 24 and 25 in Raynham and Bridgewater.

The impacts of this new highway will extend beyond those communities which will be traversed. Attleboro, North Attleborough, Middleborough, Mansfield and other towns north of the District will experience increased commercial, residential and industrial development. In terms of total jobs generated, the greatest immediate impact is expected in Attleboro and Taunton, where planned industrial facilities are presently in place.

2. NEW BEDFORD-FAIRHAVEN BRIDGE

The process constructing the New Bedford-Fairhaven Bridge was set into motion with the initiation of an environmental impact study in 1980. The bridge construction has received top priority in the District's annual Transportation Improvement Program.

A Corridor Planning Study conducted by SRPEDD found that present and projected auto traffic and marine operations will necessitate the replacement of the existing facility. Due to the growth of fish processing activities at New Bedford's North Terminal, the bridge has become obsolete. The number of bridge openings will increase in the near future. Also, the horizontal clearance must be expanded to 150 feet to accommodate potential offshore oil support activities.

At present, the projected date for construction of the new bridge is 1985, at an estimated cost of $22.2 million.

3. BRIGHTMAN STREET BRIDGE

A project of social and economic importance to Fall River is the refurbishing and eventual replacement of the

Brightman Street Bridge. The present structure is over 70 years of age, and of a height and width which is inadequate for full marine utilization of the Taunton River, north of the bridge. Marine traffic there is primarily for fuel delivery to Montaup Electric and Shell Oil terminals.

SRPEDD staff conducted a Corridor Planning Study for this bridge and its environs in 1979-80 and recommended replacement of the present bridge on the same alignment with a multi-lane 35-foot to 50-foot level movable span with a 150-foot opening. A contract for an environmental impact study for this project has not yet been made at this point.

4. FALL RIVER HARBOR DREDGING

In 1980, the U.S. Army Corps of Engineers received clearance to undertake an environmental impact study on the dredging of Fall River Harbor. This study should be completed by 1982, when the Corps of Engineers will recommend various options. Of particular concern is the disposal of an anticipated 4 million cubic yards of dredged material. This dredging will increase the depth of the waterway from the present 35 ft. depth to 40 ft. It will extend for 7.4 miles of the main channel, beyond the Brightman Street Bridge to the north. SRPEDD has recommended a bulkheading and filling option to the City of Fall River. This option would offer a solution to the problem of silt disposal as well as create an opportunity to acquire waterfront property for recreational or other uses.

F. ENERGY

In 1980 energy continued to provide the basis for a number of encouraging developments. Some of the more prominent are:

1. New England Energy Park

EG&G announced in February, 1980, that it is planning to build an Energy Park in a 3,800 acre site in Fall River designed around a $1.8 billion coal gasification plant. They are now doing a feasibility study under a $4 million federal grant. The availability of energy and chemical feedstocks is expected to stimulate further development in the area. In addition it will provide an incentive for oil-to-coal conversion by increasing the facilities for handling coal.

2. NEESPLAN

The New England Electrical System has announced a comprehensive energy plan which includes conservation, load management and the conversion of the Brayton Point Power Station, New England's largest, from oil to coal. In addition they will construct a coal-fired ship to carry coal, the first such ship to be built in 75 years.

3. Coal Exploration

During 1980 a cooperative program by Boston College and the University of Rhode Island continued to investigate the coal deposits in the Narragansett Basin. Mineable quantities of coaly carbonaceous shale have been found which is not competitive with normal coal but which can be burnt in fluidised bed grates of the brand made by the Wormser Eng. Co., a Massachusetts firm.

4. Low Head Hydroelectric Power

A number of hydroelectric projects are in various stages of development. The Tremont Dam Project in Wareham has received funding and is slated to begin work in February of 1981. A project on the Winnetuxet in Plympton has received a study grant, an application for feasibility of the Wareham Street Dam in the Nemasket in Middleboro was processed in January of 1981 and two sites are being studied by the TMLP in Taunton. Water power was the original stimulus to New England industry and it is still a viable resource.

5. Offshore Oil Drilling

Development of the oil resources of the Georges Bank is still proceeding cautiously so as not to endanger the $1 billion-a-year fishing industry. However EXXON has submitted a drilling program which, if approved, is scheduled to begin in Spring of 1981. Mobil and Getty will begin later in the year. Some reports from Canadian exploration suggest the possibility of major gas deposits, which would do much to offset pipeline limitations that led to a temporary natural gas shortage in the winter of 80-81.

6. Solar and other alternative energies

In 1980 there were at least 10 firms identified with the manufacture, development or installation of solar equipment operating in the district. In addition there was a further increase in the sales of woodstoves and wood as fuel, and so considerable a sale of coal stoves as to produce a temporary shortfall in coal supplies. It can be expected that the alternative energy industry will show continued success over the next few years.

7. Waste heat utilization

Preliminary studies were just beginning toward the utilization of power plant waste heat for groups of residences. If these are economically feasible it will not only save oil but provide work for local contractors.

8. Pilgrim Nuclear Power Plant II

Another energy project which will have substantial economic impact on the District although located in Plymouth is the Pilgrim Nuclear Power Plant II. The plant will be located on a site adjacent to the present PILGRIM I plant, and will be capable of producing 1150 megawatts of power for the majority of New England. Construction stages will take place over a six year period, starting in 1981. The latest cost estimate for construction is $2.6 billion. The number of jobs to be created in the plant is projected at 2000 for construction and 175 for actual plant operation.

It has been estimated that the installment of Pilgrim II will save about 12 million barrels of oil which would otherwise be used for electrical power generation each year. This project takes on added significance for New England which relies on nuclear power for 32 percent of its electrical needs, as compared to only 12 percent for the U.S. as a whole.

the
district's
economy

A. INTRODUCTION

1. THE BROADER PICTURE

Although the nation as a whole has been in the throes of a recession, New England has been able to weather the storm quite well. This region of the country has maintained its economic health chiefly because it has adjusted its industrial focus. This "reindustrialization" is a result of investment in new industries, diversification, and increased emphasis on non-manufacturing growth.

From 1967 to 1974 New England lost 6.2 percent of its manufacturing jobs while the rest of the nation gained an average 24 percent. For several decades industry moved to the south or suffered at the hands of foreign competition. The results were unemployed workers, vacant mill buildings, and deteriorating urban areas. The cities of Southeastern Massachusetts are typical examples of places which have been hurt by industrial disinvestment and relocation.

Recent figures show New England's relative superiority at putting its labor force to work. New England unemployment is 5.9 percent and Massachusetts is only 5.7 percent while the national average is 7.2 percent. Regarding industrial production, New England showed an increase of 2.6 percent over 1979, whereas U.S. manufacturing declined 14 percent.

It appears that factors such as the lack of natural resources and poor geographical location are becoming less important liabilities to New England. The region's economic activity is turning more and more to durable goods with very high value-to-weight ratios and export-oriented services in which the area has a distinct comparative advantage.

New England manufacturing is becoming increasingly specialized in the production of capital goods such as computers, instruments, control devices, aircraft parts and defense equipment. Consumer goods such as apparel, textiles, and shoes however have experienced significant reductions in growth. The high technology industries are currently leading this new growth in production.

The relative success of the New England and Massachusetts economies is supported by employment data. For all non-agricultural employment, the U.S. showed a one percent increase during the past year. New England

and Massachusetts employment rose two percent and three percent respectively. Durable goods manufacturing is the key area of difference between the national and regional economies. U.S. employment in durable goods declined by five percent, versus one percent increases for New England and Massachusetts. For the State, that one percent translates into 4,500 jobs.

The growth of the newer industries and services in this part of the country in recent years is an indication of the role of small business in creating jobs. Many of the products produced in New England today did not exist 20 years ago. A large proportion of these products were developed by small firms. Studies indicate that two-thirds of all jobs are created by firms with 20 or less employees. Furthermore, about 80 percent of jobs are created by companies that are four years old or less. Many of these are small, service oriented businesses. Thus, the ability of young, small businesses to start and expand is a key to economic opportunity.

Today, almost 40% of the Massachusetts economy employs workers in industries with prospects of rapid growth in the 1980's. Because most Massachusetts industries are labor intensive rather than capital intensive, companies are less affected by the lack of equity and debt capital which is forecasted. Computer manufacturing is a good example of a labor intensive industry.

Four reasons can be advanced to explain Massachusetts' potential for continued growth. First the past national recession was concentrated in the automobile, primary metals, and construction industries. The State has a less than average share of these industries. Second, industry groups which represent a large proportion of the Commonwealth's employment, such as durable goods, have not been severely affected by the recession. Third, the relative cost of doing business is better with respect to wages, transportation and energy, for example. The most important manufacturing industries use a relatively small amount of energy per dollar of value added. Fourth, because of slow labor force growth, upward pressure on the unemployment rate will be reduced.

Currently, the high technology sector is booming. Despite a statewide decrease in manufacturing jobs in 1980, the high tech industry has continued to register gains. Two years ago high tech jobs rose by 32 percent. Last year they represented about 36 percent of Massachusetts' manufacturing work force.

Southeastern Massachusetts, which registered an unemployment rate of 7.6 percent in 1980, has not yet benefited substantially by the influx of high technology firms. The northwestern part of the District has seen most of the region's growth in this industry. The Fall River and New Bedford areas rely heavily on the textile and apparel industries which have been hurt by recessionary trends. This accounts for the overall poor performance of the District economy in 1980.

Southeastern Massachusetts, however, is begining to diversify its industrial base. The area is reinvesting in rapid growth industries and export-oriented services. Because these industries and services are usually labor intensive, the potential for growth is strong where there is an ample supply of labor. Moreover, this reinvestment will serve to bring much of the resident labor force back into the region. According to journey-to-work data, in 1975 about one-fifth of New Bedford area workers and nearly one-half of Fall River area workers were employed outside of the District.

With the Route 128 "belt" becoming saturated from labor competition, the Route 495 "belt" is perceived as increasingly attractive. The future of communities in the Route 495 "belt" looks bright in terms of industrial development and office market potential. Industrial parks in Mansfield, North Attleborough and Taunton have already begun experiencing an inflow of high technology firms. Future growth is expected in industrial areas in Attleboro, Fall River, New Bedford and Wareham as well.

In order for southeastern Massachusetts to follow the steps of the State and New England, it must become aggressive in its approach to attract high technology and other growing industries. It is important that the region maintain its manufacturing base, which represented almost half of all its jobs just two years ago. Retention of existing industries like apparel, textiles, and jewelry and retraining to suit the needs of new companies will help stabilize the area's economy.

2. 1980 IN PERSPECTIVE

The overall economic picture presented in this section is a reflection of the national downturn which existed during most of the year. Gains that were made over the last few years were partially lost. The District saw declines in its labor force, employment, real income, and taxing power. Meanwhile, the unemployment rate rose to its highest level in three years.

The employment of minorities followed the same pattern as the District. There is still a dire need to improve employment opportunities for minority groups in the District, especially the New Bedford area (see p. 38).

Whereas manufacturing employment has suffered a decline at the national and state levels, the District experienced a small increase. Manufacturing employment still constitutes almost 48 percent of the District total employment. Other sectors with noticeable growth included wholesale/retail trade, services, and fishing.

Within the manufacturing sector, apparel and related products continued to provide the largest number of jobs in the New Bedford and Fall River areas. Employment in this industry declined once again for both areas in 1980. The strength of the apparel industry has been rooted in the abundant and relatively cheap labor force found in the District. Numerous efforts have been undertaken within the industry to increase the opportunities for business expansion.

In the past year industrial diversification continued to make its impact in southeastern Massachusetts. Firms in the high technology sector were attracted to the District, notably the Fall River and New Bedford areas. This kind of diversification must be expanded, in the high technology field as well as other manufacturing sectors.

The population of the District has been growing at a steady pace. This growth is expected to continue, particularly in the smaller towns which are referred to as "bedroom communities" for Boston and Providence. Attleboro and Taunton are the only cities in the District which showed gains in population.

Inflation has caused the average worker in the District to suffer in terms of real income. The average annual wage of District workers has not kept pace with the rate of inflation. As a whole, District workers incomes were worth 2-3 percent less as a result. District workers have also been burdened with some of the nation's highest tax rates and insurance premiums. Most of the communities in the District have tax rates comparable to the rest of the state.

Evidence of suburban movement can be found throughout the District. This is occuring in the face of central business district revitalization. The continued development of shopping centers along major highways could prove a serious detriment to downtown renewal efforts. Such examples of potentially conflicting interests can be seen in Fall River, Swansea, Dartmouth (New Bedford) and Raynham (Taunton). However, cities and towns may find it in the future too costly to provide the infrastructure necessary for large scale investments like shopping malls. Because of this, conflicts with downtown renewal activity could be lessened.

Tourism was a big plus to the region, as the past year saw record tourist activity throughout Massachusetts. The return to the state and its localities of tax revenues generated by the tourism and travel industry has been substantial. In addition, employment gains in tourist-related businesses have been generated around the District.

Agricultural production remained strong in the District. The cranberry industry grossed 27 million dollars last year. The quality of cranberries grown in southeastern Massachusetts is considered the finest in the country.

The fishing industry has also made an impact on the area's economy. Over 2,000 workers were employed, at an average wage over $21,000. In addition, by 1979 there were 15 fish processing companies employing over 1,000 workers.

The District has many attributes which lend to its overall attractiveness for business and industry. Some of these attributes include:

- Strategic location close to major centers of employment, education, health, culture, and recreation;

- Rapidly growing population and labor force;

- Relatively inexpensive labor;

- Abundant water resources;

- Extensive infrastructure in the major cities;

- Vigorous development of local energy sources, including coal, to assure stable energy supplies;

- Availability of prime industrial and commercial land and buildings; and

- Planned industrial parks.

This section on the District's economy provides highlights of several economic indicators and other factors impacting on the region's economy. It should be noted that generally these statistics do not reflect much of the economic development activity outlined in the previous section. Since many of the job figures were projected they may not be registered for one year or more. For more detail on each city and town or labor market area, a series of tables has been added as an appendix.

B. EMPLOYMENT

Employment in the District declined in 1980. The labor force shrank, fewer people were employed, and the number of unemployed increased. All told, 18,404 people were unemployed in 1980, or 7.6 percent of the labor force.

The New Bedford, Fall River, Plymouth, Taunton labor market areas, as well as the Attleboro area all showed significant increases in unemployment. For details on each city and town see the appendix.

DISTRICT HIGHLIGHTS

	Labor Force	Employment	Unemployment Rate
1979	257,721	239,377	7.0%
1980	243,139	224,735	7.6%

A large number of minorities in the District were still faced with disproportionately high unemployment. The latest published data shows the following:

		Unemployment Rates (%)		
Area	White	Spanish Am.	Cape Verdean	Black
Fall River	7.2	7.0	----	9.4
New Bedford	8.1	18.4	10.0	16.7
Plymouth	8.2	30.8	24.6	27.9
Taunton	6.9	----	----	22.0

C. INDUSTRIAL GROWTH

According to the latest data published by the Massachusetts Division of Employment Security, the District registered some gains in all industrial sectors in 1979. The manufacturing sector which had been on a decline for some years showed an increase in 1979. The increase from 1978 to 1979 measured only 1.1% or 855 jobs.

DISTRICT HIGHLIGHTS

	78	79
Total Employment	157,733	165,795
Agriculture, Forestry, Fishing	2,313	2,875
Mining	95	112
Contract Construction	4,735	5,017
Manufacturing	78,361	79,216
Transportation, Communication, Utilities	5,903	6,043
Wholesale, Retail	35,385	39,962
Finance, Insurance, Real Estate	6,209	6,446
Services	23,747	26,124

In terms of manufacturing sector employment, non-durable goods industries provided almost twice as many jobs in the District's largest labor market area than durable goods. For Massachusetts the reverse is true. Within non-durable goods, apparel and related industries provide the largest amount of jobs - about 8,500 jobs in 1980 in the Fall River and and over 8,200 in the New Bedford area. This represents about 42 and 32 percent, respectively, of all manufacturing jobs, in comparison, to Massachusetts' 6-7 percent.

Apparel and related industries suffered the effects of this past year's recession. In the Fall River area the industry continued a slow decline. The following depicts manufacturing employment in these two areas:

	Fall River		New Bedford	
	79	80	79	80
Manufacturing	21,240	20,160	26,180	25,680
Durable Goods (Fabricated metal, machinery, etc.)	3,330	3,310	8,740	8,680
Non-Durable Goods	17,920	16,850	17,430	16,990
Textiles	4,780	4,550	2,580	2,180
Apparel	9,040	--	8,530	8,230

Hours and earnings in 1979 in the manufacturing sectors of the Fall River and New Bedford areas also registered some improvement over 1978. These areas, however, generally fell short of the Massachusetts averages:

	Massachusetts Wk.Earn./Hr.Earn.	Fall River Area Wk.Earn./Hr.Earn.	New Bedford Area Wk.Earn./Hr.Earn.
Manufacturing	$257.92/$6.51	$189.77/$5.19	$214.49/$5.75
Textiles	$212.95/$5.36	$218.32/$5.20	$207.78/$5.03
Apparel	$166.01/$4.96	-----	$191.85/$5.91

One notable exception is the apparel industry in the New Bedford Area. Weekly earnings and hourly earnings were substantially higher than the Massachusetts average.

D. POPULATION AND LABOR

Southeastern Massachusetts is one of the fastest growing areas in New England. Since 1950 many towns in the District have exhibited tremendous growth. Generally this trend is expected to continue into the year 2000. Between 1970 and 1980 the following communities experienced substantial growth: Carver (188%); Freetown (65%); Plympton (61%); Rochester (80%); and Wareham (60%). The District as a whole increased in population by 10 percent. See the appendix for the growth rates of other communities.

Out of all the labor market areas in the District, the New Bedford area had the largest labor force in 1979 - the latest published data. More than half of that labor force was male and over 87 percent was white. This is the composition of the labor force in the District's labor market areas:

	Total Labor Force	Female	White
Fall River Area	76,785	34,307	99.4%
New Bedford Area	80,721	35,973	87.9%
Plymouth Area	33,371	13,320	93.4%
Taunton Area	26,277	10,774	98.7%

In comparison with total labor force figures for the previous year, this is how the labor market areas fared: Fall River - a 8,880 decrease; New Bedford - a 1,673 decrease; Plymouth - a 1,826 decrease; and Taunton - a 1,288 increase. These figures generally correspond to similar decreases in the labor market areas population, except for the Plymouth area, where the population showed a significant increase.

The majority of the labor force in the District's labor market areas were occupied as operatives in goods manufacturing and other industries. The only exception is the Plymouth area, which had more residents in craftsman occupations than any other. The next largest categories were, clerical, craftsmen, service and professional/technicians.

In 1979, the average annual wage of District workers was $9,614. While the cost of living increased by about 113 percent from 1967 to 1979, the District annual wage only increased by 96 percent.

The highest annual average wage was registered in Mansfield ($12,019); and the lowest in Lakeville ($6,348). The Taunton Labor Market Area had the lowest average annual wage ($8,949); and the Attleboro Area the highest ($10,442).

E. LAND USE

Although acreage for residential, commercial and industrial development has increased substantially since 1950, the District is still largely rural. In 1970, 83 percent of the District's acreage was still used for agriculture or was undeveloped. By 1990 this acreage is only expected to decrease by 7 percent.

From 1950 to 1970 many of the District's highways were constructed and recreation areas were established. Residential, commercial and industrial acreage increased at a high rate from 1950 to 1970. The biggest increase in the three urban categories was in commercial acreage, (103.5%), followed by industrial acreage (83.9%), and residential acreage (58.2%).

For the period of 1970 to 1990, residential acreage is expected to grow at a higher rate (45.3%) than commercial (23.8%) and industrial (21.3%). Residential growth will be mostly due to inmigration to those communities which serve as "bedroom" communities for Boston -- Mansfield, Norton, Raynham, Plympton, and Carver. Additional growth is and will continue to occur in towns such as Mattapoisett, Freetown, Dartmouth, and Westport which serve as "bedroom" communities for Fall River and New Bedford. Commercial acreage growth will continue due mostly to development of new shopping centers close to major highways.

Some of these increases, however, can be attributed to a tendency in using greater amounts of acreage for suburban uses. New industrial construction generally consists of one-story buildings which require much more area per square foot of floor space than the older multiple-story factories that were built in the cities. Since about 1960, subdivision with one-acre or two-acre house lots have become more common than those with half-acre lots. Suburban shopping malls, with their adjacent parking areas, cover extensive acreage. Thus, the change in the land use pattern of the District, over the past twenty years has been towards "suburban sprawl".

F. HOUSING

A housing shortage has been a subject of concern for Massachusetts. The ability of southeastern Massachusetts to attract or retain industry is in part dependent on an adequate housing supply. The past decade has seen limited construction growth in some areas and substantially greater costs for construction materials such as lumber. According to building permit data, the District, however, has been able to increase its housing stock by 20.8 percent from 1970 to 1979. This rate compares favorably with population growth from 1970 to 1980 - about 10 percent.

Even the cities of Fall River and New Bedford which have had population losses from 1970 to 1980 registered additions to their housing stock. In addition, these cities have a stock of older homes which homeowners may find more and more attractive to rehabilitate. In many cases, elderly residents are being replaced by new owners in their 20's and 30's who have elected to invest in renovating older houses rather than purchasing more expensive new homes.

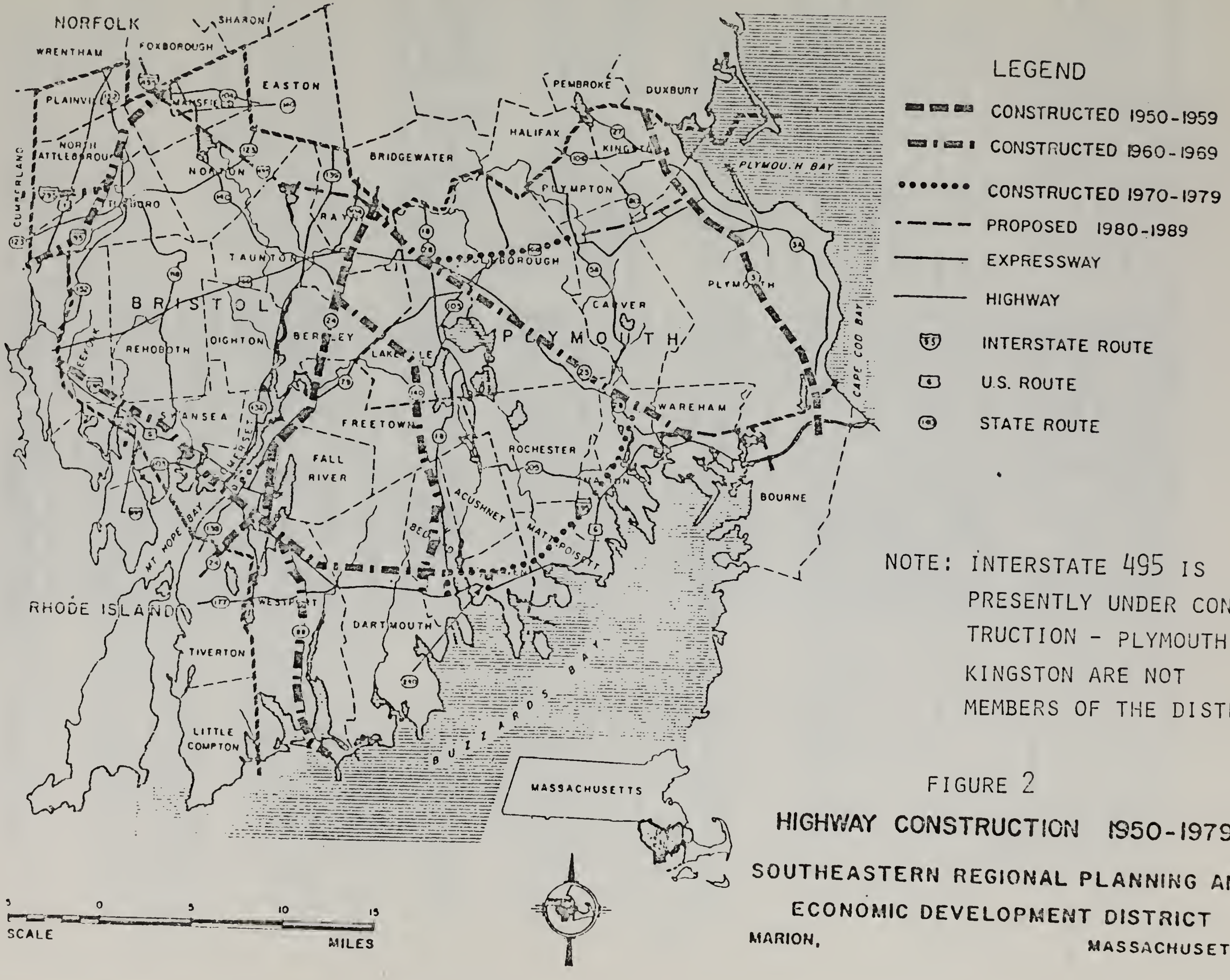
DISTRICT HIGHLIGHTS

	One-Family	Two-Family	Multi-Family	Total
1970	79,756	27,674	49,875	157,305
1979	100,222	29,728	60,096	190,046

G. TRANSPORTATION

Presently the District is serviced by three interstate highways - I-95, I-295, and I-195. Interstate 495 is presently under construction and will provide an important link from Mansfield to Raynham. Figure 2 illustrates highway construction since 1950.

The District is also serviced by three U.S. routes, US1, US44 and US6, and numerous state highways. Four of the state highways - State routes 24, 25, 79 and 140 - offer controlled access to major urban areas in the District and important surrounding centers such as Boston, Providence and the Cape. The District's highway network combined with local streets offers excellent accessibility to the primary modes of transportation in the area - the automobile and the truck.



NOTE: INTERSTATE 495 IS PRESENTLY UNDER CONSTRUCTION - PLYMOUTH AND KINGSTON ARE NOT MEMBERS OF THE DISTRICT.

FIGURE 2

HIGHWAY CONSTRUCTION 1950-1979

SOUTHEASTERN REGIONAL PLANNING AND ECONOMIC DEVELOPMENT DISTRICT
MARION, MASSACHUSETTS

The vast majority of new highway construction occurred between 1960-1969 with resulting burgeoning of suburban development. New highway construction in the 1970's and that expected for the 1980's is considerably less. One important link to be constructed in the 1980's will be I-495. Another link under construction is the extension of Route 25 to the Cape Cod Canal.

The pattern of urban development in the District has been aligning itself along major highways, even prior to 1950. From 1950 to 1970 many of the District's municipalities, in an effort to attract industry for employment and tax revenues, developed large industrial parks close to the major transportation corridors. The suburban areas close to cities or major highways became dotted with shopping centers and residential subdivisions. The older, local highways, such as Route 6 and Route 44, blossomed with intense strip commercial development. Major shopping centers, such as the Dartmouth and Swansea malls, located near strategic suburban interchanges of controlled access highways, such as I-195.

The adverse impact of this development has been felt by the District's cities. The suburban exodus, however is presently being addressed, if not yet halted, by a concerted effort to revitalize urban centers and draw interest back to downtowns. Fuel shortages may further encourage this back-to-city trend.

There are still large parcels of vacant land, however, set up as industrial parks near interchanges and alongside highways. It can be expected that some growth will continue to pattern itself along these accessible undeveloped areas.

Rail service in the region is primarily geared to freight. The currently active 107 miles of rail are owned by the Consolidated Rail Corporation (CONRAIL) - a private profit-making corporation established by the federal government. Commuter rail service is provided between Boston and Attleboro. Stations are located in Attleboro and Mansfield.

Two regional transit authorities have been established to provide public transit in the District. The Southeastern Regional Transit Authority (SRTA) was formed in 1974 to serve the New Bedford-Fall River urban areas. And the Greater Attleboro-Taunton Regional Transit Authority (GATRA) was formed in late 1976 to provide public transit for the Attleboro-Taunton urban areas.

Southeastern Massachusetts is primarily a coastal region with the bulk of marine activities located in the principal seaports of Fall River and New Bedford-Fairhaven. Additional ports are provided in Mattapoisett, Wareham, Marion, Westport, Dartmouth and Swansea. The port of Fall River is primarily a receiving port for petroleum products. Waterfront improvements and expansion of port facilities are being developed. The Port of New Bedford-Fairhaven ranks as one of the largest fishing ports in the nation. Despite continued growth in the fishing industry, however, there has been a constant decline in the volume of goods handled by the port since the mid-1960's. To stop this decline, revitalization of the port has been undertaken. At present, all of New Bedford's piers have been reconstructed. Federal funding has also been obtained to improve harbor facilities and to market the port to industry.

Five airports complement the region's transportation system. In 1980 they served general aviation traffic with a total of 9 runways and 292 based aircraft. New Bedford, Fall River, Taunton, and Mansfield airports are owned and operated by municipal airport commissions. Middleborough airport is privately owned and operated. Currently, only the New Bedford Airport maintains a scheduled airline. According to the _Massachusetts Airport System Plan_ it is expected that, if adequately maintained and upgraded, publicly owned airports will meet aviation demand in the region until 1993.

H. WATER QUALITY

Southeastern Massachusetts is rich in water resources with a network of rivers, ponds, groundwater aquifers, estuaries and coastal waters.

Figure 3 illustrates the location of water supply sources in the District - municipal wells, aquifers, and reservoirs. In 1970, a District study on water supply estimated the safe yield of established sources for the District to be 84.6 million gallons per day (MGD) including the towns of Plymouth and Kingston.*

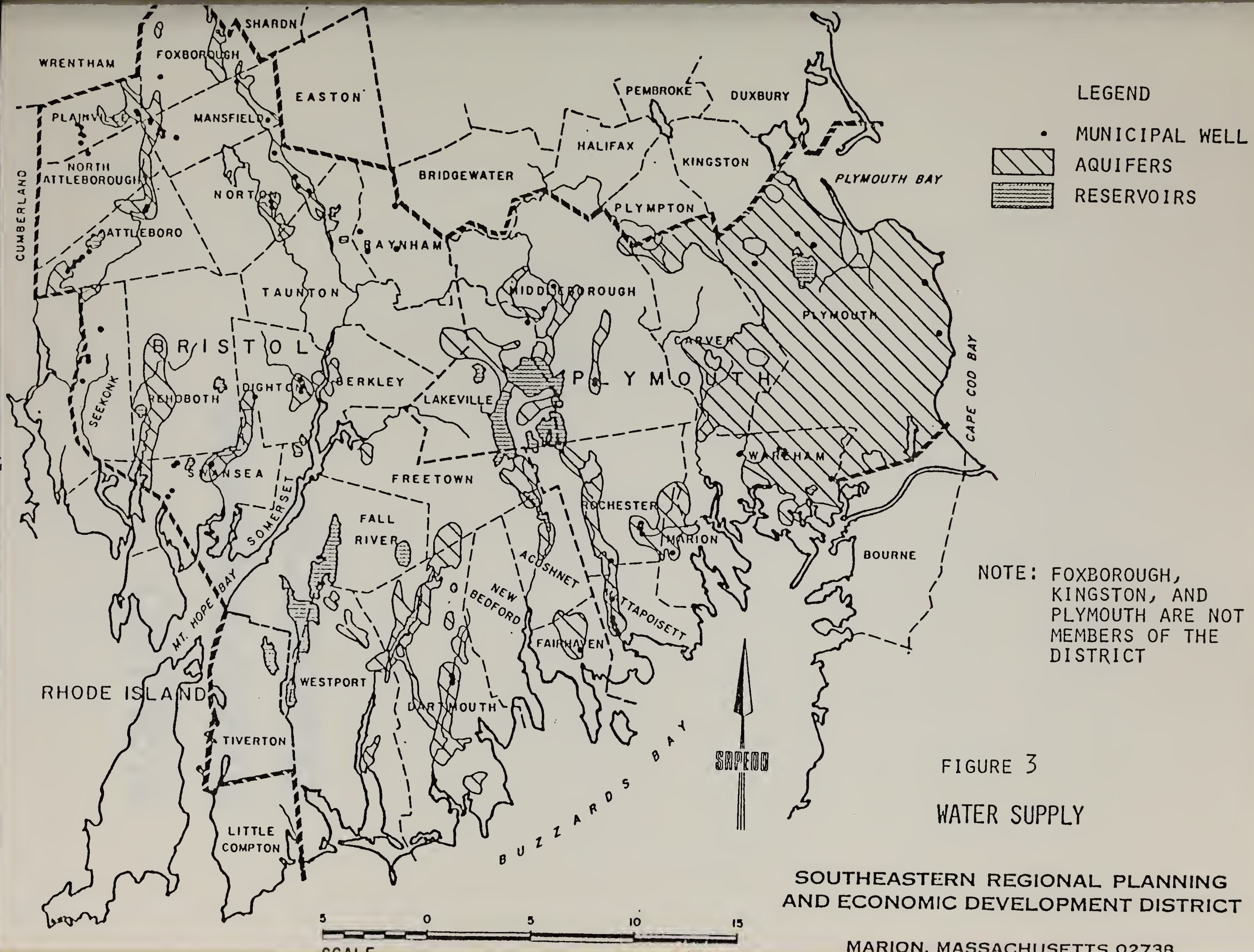
The study also estimated that by 1990 the District demand will be 100 mgd. North Attleborough, Mansfield and Fairhaven may require supplementary supplies by 1990 and the municipalities of Attleboro, Taunton, Dighton, Fall River, Westport, New Bedford and Acushnet will be water short.

---

* _Regional Study for Water Supply, Sewage Disposal and Drainage_, (SRPEDD) June 1970.

The largest water bodies in the District are a series of five interconnecting ponds called the Lakeville Ponds. The total drainage area of the ponds is 47.2 square miles and the total maximum storage capacity, 29,600 million gallons. The total safe yield, based on a 5 foot maximum drawdown is 30.8 million gallons per day (MGD). The ponds are directly used as the principal source of public water supply for New Bedford and Taunton and indirectly for Acushnet, Dartmouth and Dighton.

The largest undeveloped water resource in southeastern Massachusetts is the aquifer which underlies the towns of Carver, Plymouth and Wareham. The U.S. Geologic Service has estimated that 540 billion gallons of water are stored in the aquifer and that it receives 120 million gallons of recharge daily.



NOTE: FOXBOROUGH, KINGSTON, AND PLYMOUTH ARE NOT MEMBERS OF THE DISTRICT

FIGURE 3

WATER SUPPLY

SOUTHEASTERN REGIONAL PLANNING AND ECONOMIC DEVELOPMENT DISTRICT

MARION, MASSACHUSETTS 02738

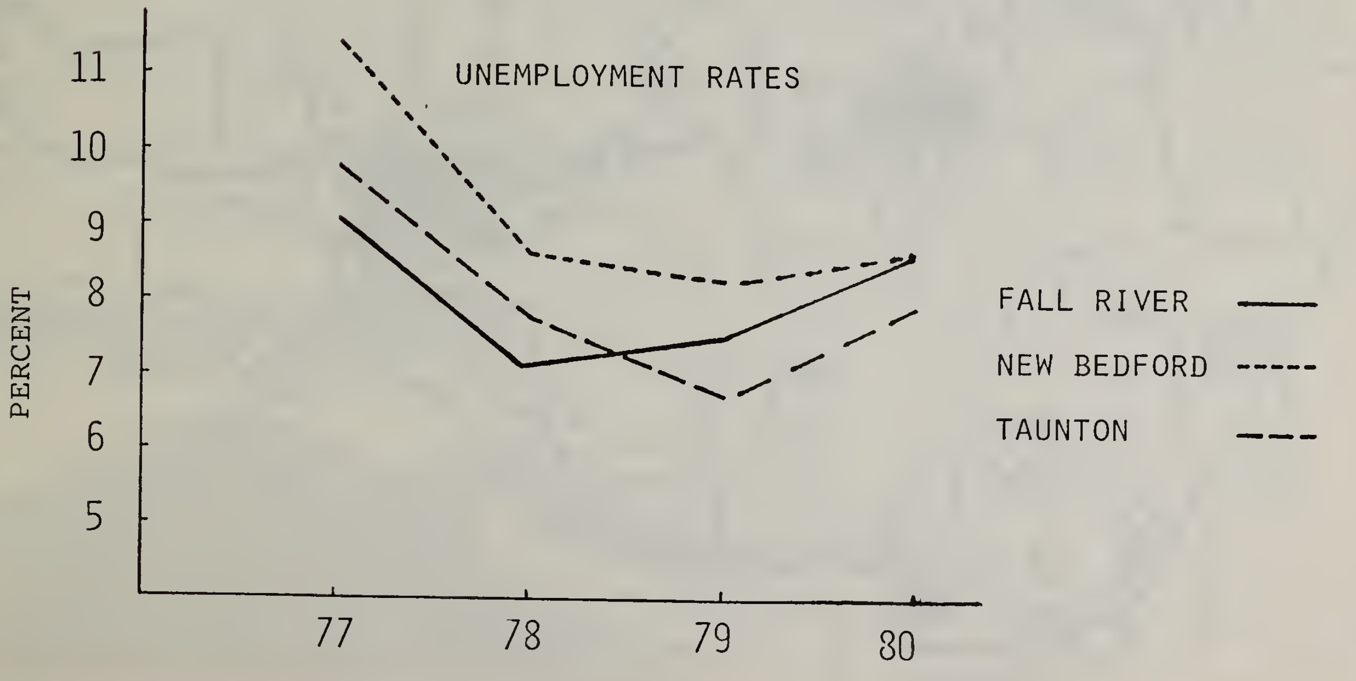
economic development centers

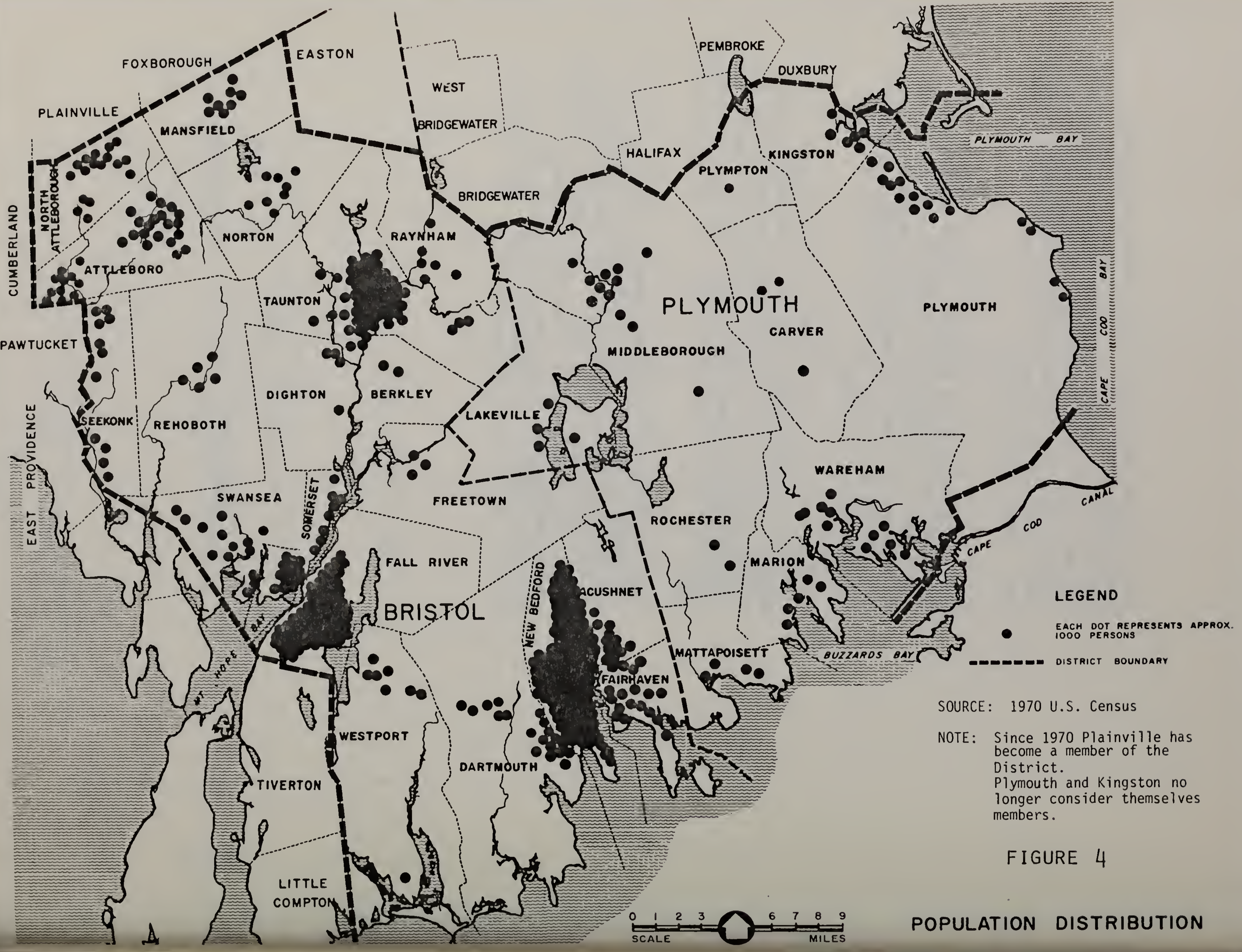
When Congress passed the Public Works and Economic Development Act of 1965, it envisioned economic development centers or growth centers as nuclei from which all economic activity would emanate. Growth centers became the anchors on which economic development districts would depend on to alleviate the economic distress of their redevelopment areas.

The District's growth centers are the cities of Fall River, New Bedford and Taunton. These centers are characterized by population concentrations (shown in Figure 4). They maintain a level of economic activity which generates jobs for people in nearby towns and they provide to a large extent the necessary social and governmental services.

In 1980 the City of Fall River had a substantial setback in its unemployment figures. The number of unemployed persons in the labor force increased from 7.4 percent in 1979 to 8.6 percent in 1980. The number of employed persons dropped by 3,082. The city as a whole provided proportionally fewer jobs to a decreased labor force.

The City of New Bedford also showed a worsening of its employment situation. The percentage of unemployed persons in the labor force increased from 8.1 percent in 1979 to 8.6 percent in 1980. The number of employed people decreased by 3,764. The City of Taunton experienced a jump in the unemployment rate from 6.8 percent in 1979 to 7.9 percent in 1980. Employment in the city for this period dropped by 644.





SOURCE: 1970 U.S. Census

NOTE: Since 1970 Plainville has become a member of the District.
Plymouth and Kingston no longer consider themselves members.

FIGURE 4

POPULATION DISTRIBUTION

From 1967 to 1979, the three growth centers showed an 11.3 percent increase in the total number of jobs in their average annual employment. The period, however, underwent some fluctuation, and recent figures represent to some extent a bouncing back to 1973 figures before the recession years of 1974 and 1975.

In 1979, manufacturing still provided the largest amount of employment in the three growth centers, 52 percent. Both New Bedford and Taunton experienced growth in their manufacturing sectors between 1967 and 1979, but on the order of 5 percent or less. Aside from minimal gains in employment in New Bedford, manufacturing declined in the growth centers in 1979. Given the recession of 1980, it would appear that all three cities' positions have worsened.

The cities of Fall River and New Bedford continued to depend on the apparel and related products, and textile industries for the majority of the manufacturing jobs. In New Bedford alone, the apparel industry consisted of 68 firms employing over 8,000 workers in 1979. These industries lost jobs, however, in 1980. In Fall River, the apparel and related industries have shown an overall decline since 1970.

For the three growth centers most of the employment growth since 1967 has occurred in the service sector. The following figures show the employment breakdown for the major industries in the three cities from 78 to 79:*

	Fall River		New Bedford		Taunton	
	78	79	78	79	78	79
Contract Construction	867	895	928	883	367	427
Manufact.	19,009	18,838	23,898	24,146	6,731	6,560
Trans./Com./ Utilities	1,280	1,299	1,898	1,791	577	643
Wholesale/Retail	7,205	7,593	7,131	7,185	2,982	2,918
**F.I.R.E.	2,237	2,308	1,532	1,580	492	651
Services	7,469	7,463	5,964	6,278	2,103	2,186
Total Emp.	38,101	38,448	42,621	43,396	13,260	13,431

---

*1979 is the latest available information.

**Finance, Insurance and Real Estate

Although the population of southeastern Massachusetts is expected to grow at a higher rate than the rest of the state in coming years, the majority of the growth is expected to occur in smaller urban municipalities and rural communities which serve as "bedroom communities" for Boston and Providence. The only growth center in the District expected to show an increase in population from 1975 to 2000 is the City of Taunton (a 4.2 percent increase). Fall River is expected to register a decline of 3.9 percent and New Bedford 4.5 percent.

In an index ranking 39 cities in the state in order of fiscal constraints (long term debt; short term debt; cost of nine selected services; and tax effort) New Bedford ranked 16th, Fall River ranked 19th and Taunton ranked 24th. During the period in which inflation doubled (1967 to 1977) none of the three cities was able to maintain its earning power. The City of New Bedford showed the largest increase in the average annual wage of its employees with 98.8 percent. Fall River followed with an 80.6 percent increase and Taunton registered a 62.1 percent increase.

The overall picture presented by the previously outlined figures is that the three cities need to expand manufacturing sector opportunities. The cities of Fall River and New Bedford, especially, depend heavily on restricted growth industries. They need to provide the kind of climate that will help revitalize these industries and help them expand. This effort should be coupled with continued recruitment of high technology and other growth industries to broaden the industrial base and development of the energy industry to lower energy costs for the region.

In the recent past, the three cities have committed large amounts of federal and private funds to revitalize their central business districts and improve their infrastructures. These efforts may result in more substantial increases in wholesale/retail trade employment and also in other employment sectors, and may have a positive impact on the economy of their respective redevelopment areas. In light of these efforts, and the state and federal urban growth policies, the three growth centers may still fulfill their purpose. Much of the economic situation experienced by the three cities has been due to trends also taking place at the state and national level; the recent recession of 1980; the recession of 1974 and 1975; double digit inflation; declining manufacturing sector; and costly energy supplies.

Economic activity, however, is not restricted to growth centers. The District has a number of older urban communities which have experienced substantial growth in the recent past. Of the four cities in the District, the City of Attleboro has the strongest economy. The City relies heavily on the metal products industry and boasts a large high technology firm, Texas Instruments, which employs approximately 5,000 people. In 1980, the city's unemployment rate was 5.7 percent. In 1979 it provided almost twice as many jobs as the growth center of Taunton. Attleboro is also expected to show a population increase of 16.3 percent from 1975 to 2000. The city, however, is part of the Providence/ Pawtucket Redevelopment Area and as such is oriented toward a larger nucleus, the City of Providence.

Another urban municipality providing substantial employment in 1979 was North Attleborough -- 5,474 jobs. Mansfield has also been growing substantially with the development of its Cabot, Cabot & Forbes Industrial Center.

Urban municipalities (10,000+ in 1975) registering substantial population growth include: Wareham; Westport; Seekonk; Swansea; Middleborough; Somerset; and Fairhaven. The communities of Wareham, Middleborough and Swansea are also conducting revitalization programs. Although these municipalities cannot compete with the growth centers and the City of Attleboro in terms of population, generation of jobs and other services, they do contribute towards the total well being and economic viability of the District. EDA has recognized this factor and has provided funding for industrial development and other public improvements in North Attleborough, Wareham and other "urban" towns.

potential
for
economic
development

A. ANALYSIS OF POTENTIALS

The District has a number of characteristrics which offer great potential for economic development. To reiterate, some of these characteristics include:

- Land - plentiful and fairly inexpensive;
- Water - abundant in comparison with the rest of the state and nation;
- Transportation - network offering excellent accessibility to all areas of the District and major areas such as Boston, Providence and Cape Cod - The area also boasts two major seaports, one in the City of Fall River and another in the City of New Bedford;
- Labor Force - a versatile labor force combining several elements: fairly inexpensive labor; highly skilled labor; and highly educated professionals;
- Infrastructure - established urban areas with available land, building space and other amenities for industrial and commercial development; and
- Energy - vigorous development of local energy sources like hydropower and the development of Fall River as a major coal importing port to provide a secure energy basis for the region;
- Foreign Trade Zone - a designated zone in the City of New Bedford.

One of the District's best characteristics is its abundant labor force. As analyzed in the section on the economy there are many unemployed members of the labor force, especially within the minority group category. At the same time that this attribute provides an opportunity it also implies the need for more long-term employment and training programs for those minorities who are unemployed and have low income.

Although centers of education such as Boston and Providence have spawned high technology industries, there is an indication of a greater willingness on the part of the high technology industry to locate in the District and draw upon the available labor pool. At the same time, with energy becoming more expensive and scarce, members of the labor force will prefer to work closer to home. More effort, however, needs to be put into making the region's attributes known to industry.

At the local level there are a number of EDA projects which offer great potential for industrial development and the overall diversification needed by the District. Some of these projects include: the Myles Standish Industrial Park in Taunton on the periphery of Interstate 495; the Airport Industrial Park in Fall River; the New Bedford Industrial Park; the North Attleborough Industrial Park; the Wareham Industrial Park; and the New England Apparel Center in Fall River. The Foreign Trade Zone in New Bedford is a project which also offers much potential. To date, this foreign trade zone has not been developed. Because it is a general purpose zone, it is expected that it will take longer to be developed. The expansion of New Bedford's docking facilities and eventual replacement of the New Bedford-Fairhaven Bridge should spur more interest in the zone in the near future.

The District has supported designation of the zone since 1976. Presently there are onlv three other foreign trade zones in New England: Bangor, Maine; Burlington, Vermont; and Boston.

Designation as a foreign trade zone means that the area is under U.S. Customs supervision and may receive foreign merchandise without the usual immediate customs entry. Products, materials and components may be exhibited, stored, assembled, or used in manufacture within the zone. Duties do not have to be paid unless and until the goods or their finished products enter the U.S. Customs territory from the zone.

The District will continue to assist in the development of all economic development related projects offering good potential. Other local projects which the District has been involved in to varying extents include urban revitalization efforts. This includes the preparation of Commercial Area Revitalization District (CARD) plans, which enables firms in designated downtown areas to apply for revenue bonds. These projects offer great potential especially in the area of commercial development and resulting economic activity and interest in downtowns. All of these projects are discussed in greater detail in section three, "Development Efforts in 1980."

In the area of industrial development, export marketing offers an opportunity for those companies wishing to expand their markets. Any business of 25 employees or more may take advantage of export marketing. Presently, the U.S. Department of Commerce through its area representative provides the information and assistance required in the technicalities of export marketing. The area, however, is much too large for one representative. The District because of its liaison with local communities could provide much of the outreach effort necessary to inform industries of this opportunity.

A regional project which will have major impact on the District and will provide great potential for commercial and industrial development is the construction of Interstate 495. Another area of good potential is energy development. Several projects have tremendous potential for the District: coal in Narragansett Basin; offshore oil development off Georges Bank; construction of Pilgrim Nuclear Power Plant II; and a coal gasification plant in Fall River. Offshore oil development, specifically, could have substantial job development impact on the District's largest seaports - Fall River and New Bedford-Fairhaven. These projects are discussed in greater detail in section three.

Agriculture, fishing and tourism also offer great potential for the District. Cranberry farming, scalloping and tourism in general have been growing in the area and are expected to continue growing. Ongoing historical preservation and other urban revitalization efforts should have a direct beneficial impact on tourism.

B. CONSTRAINTS

Some of the District's worst constraints are somewhat beyond local or regional control but follow state and national trends. They include the higher costs of doing business in this part of the nation; generally higher tax rates and insurance premiums; costly and less available energy supplies; and high shipping costs due to distance from growing market areas.

More specific District constraints include:

- Manufacturing - a declining manufacturing sector and increased reliance on service and trade jobs that do not pay as well; and
- "Restricted Growth" Industries - not enough focus on revitalizing "restricted growth" or declining industries such as the apparel and related products, and textile industries.
- Manpower Training Programs - the need to better direct existing manpower programs and create other needed programs. While the District has a large pool of unemployed labor, existing training programs in

general have not been able to match most of the unemployed in the region with available jobs. Furthermore, most of the structurally unemployed (poor and minorities) have been hardly affected by available programs. The area's Private Industry Councils and CETA programs have begun to address this problem and some programs have been successful at a smaller level. More outreach efforts and liaison with industries, however, need to be conducted if southeastern Massachusetts is to have available trained labor for growing industries.

A constraint with affects all Massachusetts communities is "Proposition 2½." The lack of additional town revenues generated by new development of property is seen as a strong anti-growth effect of the statute. The proposition limits the tax levy to a 2.5 percent increase from each previous year. Therefore, an increase in the tax base produced by a new development will be absorbed into the general levy and the tax rate. The result is that a town will have to share existing services with the new development, because no additional revenues will be generated for the community. Otherwise, additional tax revenues would be used to provide roads and infrastructure for new developments. There is a need for corrective legislation to prevent the potential loss of industrial projects to other states.

Another constraint which is national in nature is the proposed "Reagan Budget" which would cut EDA and other urban revitalization grants. Without these incentives the promise of an economic revitalization for southeastern Massachusetts may never come.

EDA has provided grants which have prepared most of the industrial parks in the region. These parks have been very successful generally. EDA in effect has provided the seed money for industrial growth and jobs. Three of the region's parks are still looking to EDA for additional assistance to develop more space to attract growth industries. It is unlikely that the District's oldest cities will be able to finance these investments alone.

Other constraints which must be mentioned are: the lack of capital for financing new firm construction and expansion of existing firms; and too much reliance by smaller urban towns upon local industrial development commissions which are composed of part time volunteers. Local Industrial Development Financing Authorities have been established to deal with the financing situation but more needs to be done in the smaller urban towns. Local industrial development commissions need all the assistance which the District can provide to build on their part-time volunteer efforts.

strategy
and
implementation

A. PROGRAM AND PROJECT SELECTION

The existing economic development goal and objectives for the District were adopted September 24, 1980 by the SRPEDD Commission. They provide guidance for the District's work program and project selection process. They are:

GOAL

ECONOMY: Stable and keeping pace with the moderate overall growth to provide full employment; utilization and development of job skills; increase incomes to at least the Massachusetts average.

OBJECTIVES

1. Encourage and seek EDA and other funding for improvements, expansion, and diversification of existing industries in the region. Help industries reduce the cost of meeting the new environmental protection regulations.
2. Encourage the location in the region of new industries which have employment requirements corresponding to existing and potential job skills available here and which will not impose undue burden on economic and environmental resources of the host community, i.e. will not require the installation and operation of new expensive municipal services and facilities.
3. Make known (through local industrial development commissions where appropriate) the locational benefits of the region, such as the relatively plentiful and inexpensive labor, land and water; the coastal location; and the good transportation network.
4. Provide assistance to industrial development commissions, community development corporations and local development corporations on the legal and financial tools available to them to facilitate industrial development.

In February 1981, the Economic Development Committee also adopted a set of criteria for ranking projects submitted by municipalities and non-profit groups in the District. Table 4 outlines the criteria.

B. PROGRAM CONSIDERATIONS AND COURSE OF ACTION

Table 5 outlines the District's proposed program. It is a listing of projects which are of high priority for the region in its economic development strategy. Table 6 lists all projects in priority order as recommended by the Economic Development Committee and adopted by the District Commission in June, 1981. Table 7 lists projects which although important were not ranked by the Committee for two reasons: they were technical assistance projects; they had already received EDA commitment.

TABLE 4

EDA PROJECT RANKING CRITERIA

CRITERIA	POINTS					
	5	4	3	2	1	0
1. Geographical Benefit - What area does the project impact?	Entire SRPEDD Region	Labor Market Area (LMA) only	City- or Town-wide	Neighborhood	Negligible	No Benefit
2a. Permanent job retention/ creation	Over 1,000	500-999	200-499	20-199	0-19	None
2b. Temporary or Spinoff jobs	Over 500	200-499	50-199	20-49	0-19	None
3. EDA Cost Per Permanent Job Created/ Retained	Less than $1,000/job	$1,001-2,500/job	$2,501-5,000/job	$5,001-10,000/job	$10,001-20,000/job	Over $20,000/job
4. Local Unemployment Rate	Over 12%	10-11.9%	7-9.9%	5-6.9%	3-4.9%	Under 3%
5. Private Investment Generated	500% or More of Grant Amount	300-499% of Grant Amount	100-299% of Grant Amount	50-99% of Grant Amount	0-49% of Grant Amount	No Private Investment
6. Status of Project	EDA has requested final application	Pre-App. Requested by EDA	Profile Requested by EDA	Feasibility Study Completed	Ranked by SRPEDD in 1980	Thinking Stage
7. Energy Development	Maximum Production/ Conservation					Maximum Consumption
8. Promotion of Agriculture, Fishing or Tourism	Maximum Beneficial Impact					Adverse Impact
9. Manpower Training Opportunities	Initiates Innovative Program					Imports Labor from Outside
10. Need for Project						

TABLE 4 (CONT'D.)

EDA PROJECT RANKING CRITERIA

BONUS CRITERIA	2	0
1. Growth Center	Project is located in a Growth Center (New Bedford, Fall River Taunton)	Project is not Located in a Growth Center
2. Downtown/Urban Revitalization	Project Directly Supports Downtown/Urban Revitalization	Project Does Not Directly Support Downtown/Urban Revitalization
3. Benefits Environment	Project Directly Benefits the Environment	Project Does Not Directly Benefit the Environment
4. Cooperative Venture	Project Involves more Than One Community	Project Does Not Involve More Than One Community
5. Minority Enterprise	Project is a Minority Enterprise	Project Is Not A Minority Enterprise

TABLE 5

HIGH PRIORITY PROJECTS FOR 1980-81

PROPOSED PROJECTS		RELATED GOALS*		FUNDING					INITIATION COMPLETION DATE	AGENCIES RESPONSIBLE	ENVIR. IMPACT (IF ANY)	NO. OF JOBS CREATED
				SOURCES AND AMOUNTS				ESTIMATED TOTAL COST				
LOCAL PRIORITY	DESCRIPTION & LOCATION	NO.	PRIORITY	FEDERAL	STATE	LOCAL	OTHER					
1	Attleboro -- County Street Waterline	1, 3	8/22	60%		40%		$220,000	1981-1981	City of Attleboro	N.A.	2,800 (20 spin-off)
2	Attleboro -- Industrial Park Phase III	1, 3	18/22	60%		40%		$200,000	1982-1982	City of Attleboro	N.A.	400 (280 spin-off)
1	Dartmouth -- Ext. of Barnet Blvd.	1, 3	3/22	70%		30%		$1.26 M	N.A.	Town of Dartmouth	Negative	303 (242 spin-off)
1	Fall River -- Airport Indust. Park Exp.	1, 3	4/22	60%		40%		$1.928 M	1981-1982	Greater Fall River Development Corp.	Negative	729 (583 spin-off)
2	Fall River -- Richard Borden Mills	1	1/22	11% EDA 22% UDAG		6%	61% IRB & Priv.	$4.6 M	1981-1982	City of Fall River	Negative	1,000 (800 spin-off)
3	Fall River -- Land Acquis. for Hi-Tech.	1, 3	6/22	60%		40%		$1.161 M	1981-1982	JOBS for Fall River	Negative	456 (365 spin-off)
4	Fall River -- Naval Reserve Ctr.	1, 3	5/22	60%		40%		$200,000	1981-1982	City of Fall River	Negative	232 (186 spin-off)
1	Mansfield -- Sewer Ext. for Indust. Park	1, 3	13/22	60%	40% DWPC			$1.5 M	1981-1984	Town of Mansfield	N.A.	1,000+ (50+ spin-off)
1	Mattapoisett -- Wharf Improve.	1, 3	21/22	70%	10% CEIP	20%		$500,000	N.A.	Town of Mattapoisett	N.A.	50 (20+ spin-off)

HIGH PRIORITY PROJECTS FOR 1980-81

PROPOSED PROJECTS		RELATED GOALS*		FUNDING					INITIATION COMPLETION DATE	AGENCIES RESPONSIBLE	ENVIR. IMPACT (IF ANY)	NO. OF JOBS CREATED
				SOURCES AND AMOUNTS				ESTIMATED TOTAL COST				
LOCAL PRIORITY	DESCRIPTION & LOCATION	NO.	PRIORITY	FEDERAL	STATE	LOCAL	OTHER					
1	Middleborough - Sewer Trunk Line	1, 3	22/22	50%	50% DWPC			$1.25 M	1981-1983	Town of Middleboro	N.A.	500+ (50+ spin-off)
1	New Bedford -- Ext. of Barnet Blvd.	1, 3	2/22	70%		30%		$574,500	1981-1982	City of New Bedford	Negative	303 (242 spin-off)
1	N. Attleborough -- Sewer Lines for Comm./Indus. Land	1. 3	10/22	60%		40%		$1.096 M	1981-1983	Town of N. Attleborough	N.A.	1,400 (200 spin-off)
1	Norton -- Infrastructure Improv.	1, 3	15/22	60%	15% DPW	25%		$102,000	1982-1982	Town of Norton	Negative	650 (50+ spin-off)
1	Seekonk -- Comm. Area Access Road	1, 3	19/22	60%		40%		$1.8 M	1982-1982	Town of Seekonk	N.A.	1,000+ (200+ spin off)
1	Taunton -- Pinehill/Stevens St. Sewer Line Ext.	1, 3	11/22	60%		40%		$350,000	N.A.	City of Taunton	N.A.	2,575 (1,803 spinoff)
2	Taunton -- Richmond St./ Route 44 Waterline Ext.	1, 3	17/22	60%		40%		$600,000	N.A.	City of Taunton	N.A.	680 (476 spin-off)
3	Taunton -- Myles Standish Blvd.	1, 2, 3	7/22	60%		40%		$500,000	1982-1982	Taunton Development Corp.	N.A.	4,000 (2,800 spinoff)
1	Wareham -- Onset Pier Restoration	3	12/22	60%		40%		$300,000	1981-1982	Town of Wareham	Beneficial	75 (10 spin-off)

TABLE 5

HIGH PRIORITY PROJECTS FOR 1980-81

PROPOSED PROJECTS		RELATED GOALS*		FUNDING					INITIATION COMPLETION DATE	AGENCIES RESPONSIBLE	ENVIR. IMPACT (IF ANY)	NO. OF JOBS CREATED
				SOURCES AND AMOUNTS				ESTIMATED TOTAL COST				
LOCAL PRIORITY	DESCRIPTION & LOCATION	NO.	PRIORITY	FEDERAL	STATE	LOCAL	OTHER					
2	Wareham -- Sewer Ext. to Inn Site	1, 3	9/22	60%		40%		$97,000	1981-1981	Town of Wareham	N.A.	275 (50+ spin-off)
3	Wareham -- Sewer Ext. to Comm. Area	3, 4	16/22	60%		40%		$7,203,630	N.A.	Town of Wareham	Beneficial	2,000 (20+ spin-off)
4	Wareham -- Sewer Ext. to Industrial Area	3	14/22	60%		40%		$2 M	N.A.	Town of Wareham	N.A.	1,000+ (50+ spin-off)
1	Westport -- Harbor Dredging	3	20/22	60%		40%		$100,000	N.A.	Town of Wesport	Beneficial	60+ (20+ spin-off)

N.A. - Not Available

* - Refers to goals applicable to District projects. These goals were initially established in the 1969 First stage OEDP and later refined in the 1972 second stage OEDP.

TABLE 6

HIGH PRIORITY PROJECTS 1981-82

	PROJECTS (Last Year's Ranking)	PTS.
1.	Fall River - Richard Borden Mills (4)	46.7
2.	New Bedford - Extension of Barnet Blvd. (7)	44.1
3.	Dartmouth - Extension of Barnet Blvd. (12)	42.3
4.	Fall River - Airport Industrial Park (1)	41.0
5.	Fall River - Naval Reserve Center (New)	39.1
6.	Fall River - Land Acquisition for High Technology Firms (New)	38.7
7.	Taunton - Myles Standish Blvd. (9)	38.6
8.	Attleboro - County Street Waterline	36.9
9.	Wareham - Sewer Extension to Inn/Conference Center Site (24)	35.1
10.	N. Attleborough - Sewer Lines (19)	34.4
11.	Taunton - Pinehill/Stevens Street Sewer Line Extension (14)	34.3
12.	Wareham - Onset Pier Restoration (20)	34.0
13.	Mansfield - Sewer Extension to Industrial Park (15)	33.0
14.	Wareham - Sewer Extension to Industrial Area (29)	32.9
15.	Norton - Infrastructure Improvements (18)	32.9
16.	Wareham - Sewer Extension to Commercial Area (30)	31.3
17.	Taunton - Richmond Street/Rt. 44 Waterline Extension (16)	31.0
18.	Attleboro - Industrial Park Extension (Phase III) (New)	30.0
19.	Seekonk - Commercial Area Access Road (23)	29.9
20.	Westport - Harbor Dredging (27)	27.4
21.	Mattapoisett - Wharf Improvements (26)	27.1
22.	Middleborough - Sewer Trunk Line (22)	27.0

TABLE 7

UNRANKED PROJECTS
1981-82

Attleboro - Career Training Center

Attleboro - Water Supply Study

Attleboro - Financial Specialist

* Attleboro - Industrial Park (Phase II)

Fall River - Regional Skill Center

Fall River - Coal Gasification Plant - Community Impact Technical Assistance Grant

** Swansea - Neighborhood Revitalization

* Has received a committment from the State for 304 funds.

** Is currently under review by EDA for funding by the Office of Special Projects.

C. PLAN FOR IMPLEMENTATION

1. DISTRICT STRATEGY

a. Rationale

The overall purpose of the Public Works and Economic Development Act of 1965, as amended is...

> *To provide grants for public works and development facilities, other financial assistance and the planning and coordination needed to alleviate conditions of substantial and persistent unemployment and underemployment in economically distressed areas and regions.*

The District program is funded under this legislation. Since its establishment in 1969, the District has developed projects and conducted other economic activities with EDA assistance in the struggle to improve the economic viability of southeastern Massachusetts.

The recession years of 1974 and 1975 dealt a blow to many of the District's efforts. The unemployment rate in the District hit 13 percent. Some of the more depressed municipalities faced 20 percent and higher unemployment rates. Manufacturing was on the decline and private investment had dwindled.

A review of recent economic trends shows that the economic situation in the District has improved since 1974-75. The District's unemployment rate has dropped to 7.6 percent. Total employment has increased including the manufacturing sector. Signs of private investment are all around and interest in the region by major developers is being registered.

Southeastern Massachusetts, nevertheless, still trails behind the state, New England and the nation. In 1980, the District registered a 7.6 percent unemployment rate, while Massachusetts boasted 5.7 percent, the New England average was 5.9 and the national average 7.2 percent. New England and Massachusetts, particularly, are humming with economic vitality, due mostly to the high technology industry - the computer industry.

Last year in Massachusetts, jobs in the high technology sector represented 36 percent of total manufacturing jobs. The District, however, has not yet benefitted substantially by the boom of the high technology industry. Although the northwest part of the region has registered growth in the industry, the rest of the region has not benefitted directly from its proximity to the "Route 128 belt," the circumferential belt around Boston which is home to the high technology industry in Massachusetts.

In the Fall River and New Bedford areas there is a high reliance on the apparel and textiles industries. Historically these industries have not done well in recessionary times. In fact these industries have been and continue to be negatively impacted by foreign imports.

In the Attleboro Area the jewelry industry faces the same plight as the apparel and textile industries. The area, however, has a more diversified industrial base than the Fall River or New Bedford areas.

Southeastern Massachusetts, however, is beginning to diversify its industrial base. The area is reinvesting in rapid growth industries and export-oriented services.

With the Route 128 "belt" becoming saturated from labor competition, the Route 495 "belt" in the region is perceived as increasingly attractive. The future of communities in the Route 495 "belt" looks bright in terms of industrial development and office market potential. Industrial parks in Mansfield, North Attleborough and Taunton have already begun experiencing an inflow of high technology firms. Future growth is expected in industrial areas in Attleboro, Fall River, New Bedford and Wareham as well.

In order for southeastern Massachusetts to follow in the steps of the State and New England, however, it must become aggressive in its approach to attract high technology and other growing industries. Conversely, it is important that the region maintain existing industries like apparel, textiles and jewelry, which represent almost half of all manufacturing jobs.

To put it simply, the District's major goal is to create jobs and revitalize the region's economy. Its strategy as alluded to in the preceding discussion is to pursue a double pronged approach.

- Provide opportunities and create a favorable climate for existing businesses to expand; and

- Attract new growth industries which will help diversify the economic base of the region.

The strategy is based on the reality of economic development - that the majority of business expansions come from existing businesses. The District, therefore, needs to revitalize its more mature industries -- apparel, textiles and jewelry.

On the other hand, the District also needs to diversify its economic base since its older industries are extremely susceptible to recessionary trends. So far the District has not benefitted substantially by the growth of high technology industries and other growing industries located close-by in Massachusetts. It is not far fetched to believe, however, that if southeastern Massachusetts can offer the incentives which growing industries seek, they will locate in the area. These industries are already in Massachusetts. Some have been moving to southern New Hampshire in search of.a fresh labor pool, cheap land and lower taxes.

Energy has remained a major influence on the strategy; not only have we been active in encouraging energy-efficient operation of existing businesses (including a workshop held in cooperation with the New Bedford Chamber of Commerce and the local utility) but we have facilitated the development of alternative energy sources and encouraged the development of energy-related businesses in the district.

b. Project Implementation

The District's strategy is being implemented through the development of high priority projects listed in the OEDP. These projects for the most part consist of providing opportunities for existing industries to expand and preparing the infrastructure and other amenities necessary to attract new industry.

Energy conservation has been a major consideration in the selection and ranking of OEDP projects. The District has also been working on major energy projects in the region (see section three).

Several OEDP projects in particular serve as examples of the double pronged approach: the establishment of an apparel center in Fall River; and development of a regional manpower skills center to serve all of southeastern Massachusetts; and expansion of available space in the District's industrial parks.

The District has worked closely with the New England Apparel Manufacturers' Association to develop the apparel center project. The proposed project would consist of rehabilitating an old mill building for mixed uses - manufacturing, day care, machinery library, apparel museum and retail stores. The project would serve as a model to the apparel industry, particularly. By focusing on updating methods and techniques in the industry and creating pride in the industry's past, the project could revitalize an industry which provides close to a quarter of all manufacturing jobs in the District and over 40 percent of all manufacturing jobs in the Fall River Area. The mill building is close to downtown and the labor force and would be energy efficient.

The District has also worked closely with the Massachusetts Department of Manpower Development to establish a regional manpower skills center. Fall River has been selected by the State as the regional site. The Borden Mill Study and an Overview of Recent and Expected Development were prepared by the District. The center is expected to meet the manpower training needs of existing industry.

Its primary purpose, however, is to develop the manpower skills required by the high technology industry and other growing industries. The District's labor supply is its major asset. Once this labor pool is trained it should be a major attraction to high technology industries considering a new location.

In the cities of Fall River and New Bedford, especially, prepared industrial space is needed and the District has worked with the cities to expand their industrial parks. These projects will provide prepared industrial space for existing industries to expand and for new industries coming into the region.

The District will continue to develop projects which meet its strategy. As projects are approved and funded by EDA, the District will continue to work with those involved to insure timely completion and accomplishment of stated objectives. The District will provide the technical assistance needed to maximize the economic benefits gained by EDA investments.

The District will particularly focus on those projects where institutional capacity is limited. One example of this effort is a project for the Town of Swansea. The town is seeking funding from EDA to develop an economic development plan for the Ocean Grove area, an economically depressed neighborhood. The District has worked with a community group in the area, Friends of the Bluffs, and prepared the application for funds.

In addition to the economic development plan, the District introduced the Friends of the Bluffs to Robert Timmerman, a consulting energy engineer, and assisted them to prepare a proposal for a study of district heating with waste water from the Brayton Point power plant. Like the help given to SEMAC-GAIN to develop a proposal to train minority youth as solar energy technicians, this was part of the strategy to develop energy-related activities at the grassroots level.

We have also devoted considerable effort to facilitating the New England Energy Park project of EG&G, Inc. in Fall River, and the SEMASS Waste-to-Energy project of Energy Answers Corp. in Rochester; not only because both will produce significant sources of energy but because their plans include the development of other energy-related or energy-dependent industries as part of their complexes.

2. TASKS AND PROPOSED ACTIVITIES

a. COORDINATION/OUTREACH

The focus of all project development and coordination/outreach activities conducted by the District is the development of projects which will benefit the economic climate of the region and implement the District's strategy. This task will account for 65 percent of the total work effort.

1.) OEDP Priority Projects - The District will continue to work on those projects listed in the OEDP to insure that the proper steps are taken and that the coordination necessary for implementation is conducted. Energy projects will also be given major attention (see section three).

2.) Jewelry Industry - The industry faces the same general problems identified with the apparel and textile industries: a poor image; inability to attract new workers into its labor force; outmoded manufacturing processes; and competition from foreign imports. The District will seek financial assistance for technical assistance for the industry and will draft an application if funds are available. The apparel industry is presently receiving such assistance.

3.) Community Development Corporation - These corporations or CDC's are important tools in a community's development process - especially in terms of organizing special groups including minorities and low income people. In Massachusetts CDC's are eligible for state funds. At the federal level CDC's have also been eligible for EDA and Community Services Administration (CSA) funds. The District will provide technical assistance to the CDC's in the region, as necessary. The District will assist in the establishment of CDC's in more rural communities such as Swansea. These groups could be especially useful as cooperatives for agriculture, fishing or aquaculture ventures.

4.) Local Development Corporations - These corporations or LDC's are particularly useful for obtaining Small Business Administration funds to assist small businesses. In the District small businesses are particularly important. The District will provide assistance to existing LDC's in need of technical expertise.

5.) Ongoing Activities - Ongoing coordination activities will include meetings with and/or membership in the following groups: industrial development commissions; chambers of commerce; economic development staffs in New Bedford, Fall River, Attleboro and Taunton; private industry councils for New Bedford, Fall River, and the Southeastern Massachusetts area; Bristol County Development Council; Plymouth County Development Council; College of Business, Southeastern Massachusetts University; Center for Economic Development, University of Massachusetts; Massachusetts Economic Development Group; and the Massachusetts Economic Development Council. Ongoing coordination with state agencies involved in economic development activities will also continue.

6.) Workshops - Cosponsor with the Chambers and other economic development agencies in southeastern Massachusetts workshops as necessary. The purpose of the workshops will be to inform local officials and others involved in economic development about new programs and timely issues.

Whenever possible the District will get involved in more general coordination/outreach activities which will lead to project development. The District staff will attend workshops and conferences aimed at industrial development commissions, chambers of commerce, local officials and others involved in economic development. The District will set up displays and provide handouts in order to familiarize workshop and conference attendees with the District's economic development activities and EDA programs.

b. REPORTS

The District will prepare those reports required by EDA as part of the planning grant agreement and also conduct studies, as noted below. This task will account for 25 percent of the total work effort.

1.) Overall Economic Development Program - Prepare the annual progress report of the OEDP to maintain EDA eligibility as a District. As part of the OEDP, maintain a current analysis of economic trends and developments; and prepare a strategy to meet economic needs and concerns. The strategy consists of two aspects: a staff work program focusing on activities which will meet identified needs; and development of projects to improve the economic needs identified in the OEDP. Involve as many parties affected by the OEDP as possible in the process of developing the progress report.

The OEDP should be a dynamic process leading to the improvement of the economic climate of the entire region.

2.) Semi-Annual Reports - Prepare one semi-annual report to keep EDA abreast of on-going activities and progress.

3.) Fact Book - Update demographic data in the fact book once 1980 census figures are published and revise industrial and commercial survey data according to new development. Preparation of the fact book was funded under the fiscal year 1980 grant. The purpose of the fact book is to provide developers with an overview of the region and its assets for economic developement. The fact book, in effect, enables developers to focus in on specific communities which meet their needs. It provides detailed economic development information which is currently unavailable through other sources.

4.) Newsletter - Continue to prepare an economic development section to the District newsletter. The purpose of the section is to keep industrial development commissions, chambers of commerce, local officials and others involved in economic development informed about the District's EDA program and current economic development activities.

5.) Unionization Survey - Together with the Southeastern Massachusetts University and local chambers conduct a survey of unions in southeastern Massachusetts. This lack of information has created misconceptions among industries which might be interested in moving to the area.

6.) Industrial Growth in Southeastern Massachusetts - Identify industries in southeastern Massachusetts in terms of "growth or decline." Work with industrial development commissions; chambers of commerce; private industry councils and CETA grantees in the identification process. Survey representative sample of industries in both the "growth and decline" categories to identify problems and needed incentives.

This information which is generally unavailable will be helpful in tieing industry with present manpower development programs; establishing new training programs as needed; and identifying potential recipients for financial resources (federal, state and private).

7.) Energy-Related Reports - Energy development, particularly those which involve major construction like refineries or coal facilities, raise fears among neighbors that result in resistance to the development. The EG&G New England Energy Park will be used as a case study in growth of local attitudes. At least two reports are expected to result from this study that should be useful to other developers.

c. ADMINISTRATION

Under administration falls such general activities, as developing monthly work programs; maintenance of files; meetings of economic development staff and other District staff for coordination purposes. Major administration activities will account for 10 percent of the total work effort. They include:

1.) Economic Development Committee - Maintain active participation by organizing interesting meetings featuring speakers and/or tours of special economic development efforts undertaken in the region; continue to broaden present base as economic development needs and interests dictate; organize monthly preparation of agenda, minutes, handouts, and presentations.

2.) Commission - Keep District Commission (official OEDP Committee) aware of recent happenings in economic development; report on Economic Development Committee actions and recommendations; review applications for economic development projects originating within the region (under Office of Management and Budget Circular A-95); review industrial revenue bond applications under the Massachusetts Industrial Finance Agency Program.

3.) Requests for Information - Provide information on economic trends in the region and other statistical data as requested by develoeprs, municipalities, community groups and individuals.

appendix

EMPLOYMENT AND UNEMPLOYMENT
ANNUAL UNADJUSTED AVERAGES
1979 AND 1980

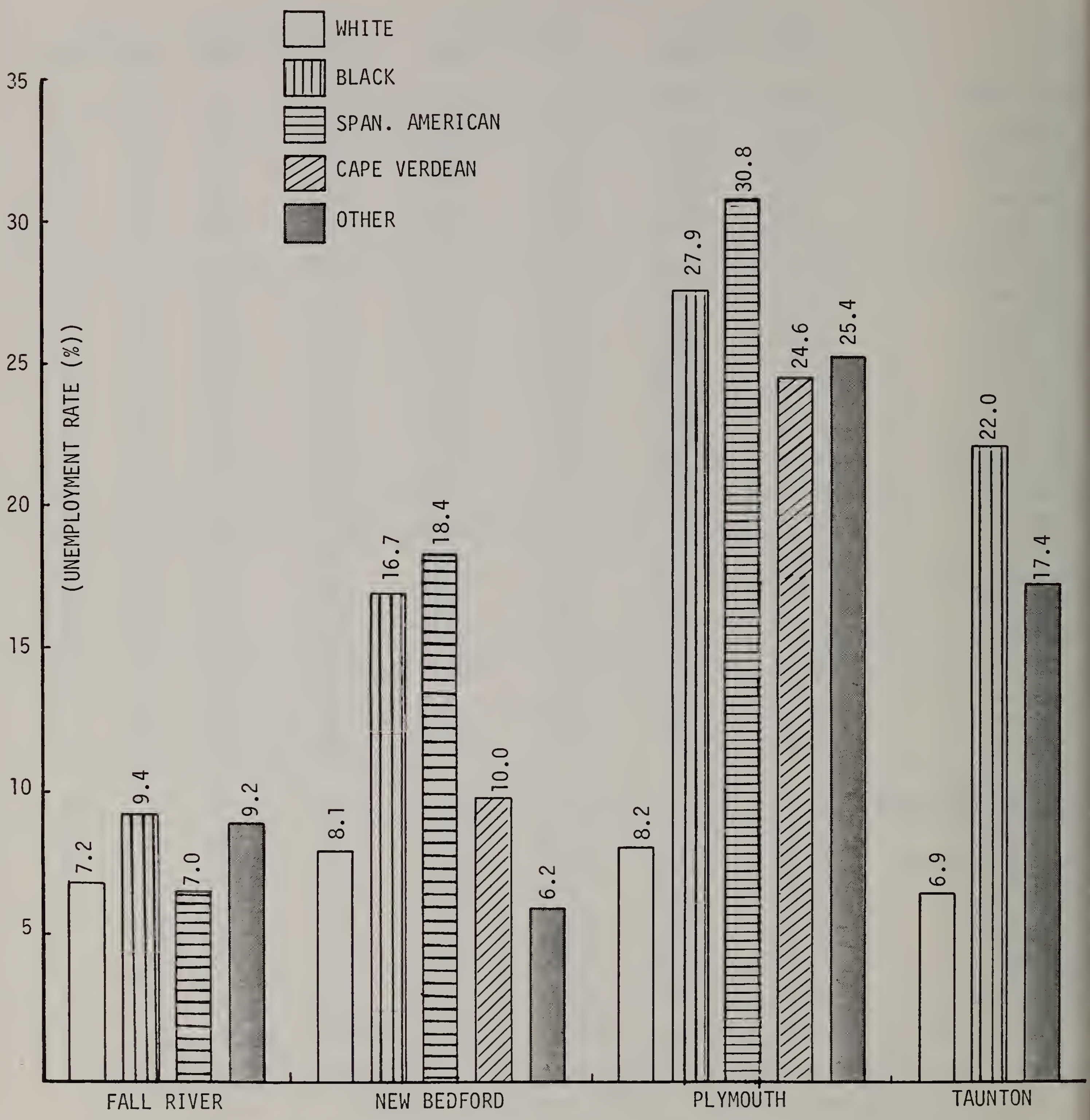
	LABOR FORCE		EMPLOYMENT		UNEMPLOYMENT		RATE	
LMA	1979	1980	1979	1980	1979	1980	1979	1980
*Fall River	74,122	70,069	69,039	64,518	5,083	5,551	6.8	7.9
Dighton	2,488	2,350	2,327	2,175	161	175	6.5	7.5
Fall River	50,930	48,179	47,144	44,062	3,786	4,117	7.4	8.6
Somerset	9,456	8,924	8,895	8,314	561	610	5.9	6.8
Swansea	6,304	5,944	6,069	5,664	235	280	3.7	4.7
Westport	4,944	4,672	4,604	4,303	340	369	6.9	7.9
New Bedford	85,397	79,312	78,799	72,781	6,598	6,531	7.7	8.2
Acushnet	4,216	3,916	3,896	3,600	320	316	7.6	8.1
Dartmouth	10,064	9,340	9,417	8,700	647	640	6.4	6.9
Fairhaven	8,535	7,924	7,936	7,331	599	593	7.0	7.5
Freetown	2,099	1,952	1,908	1,762	191	190	9.1	9.7
Lakeville	2,135	1,984	1,956	1,807	179	177	8.4	8.9
Marion	1,552	1,440	1,445	1,335	107	105	6.9	7.3
Mattapoisett	2,220	2,053	2,079	1,921	141	132	6.4	6.4
New Bedford	53,533	49,740	49,205	45,441	4,328	4,299	8.1	8.6
Rochester	1,043	963	957	884	86	79	8.2	8.2
Plymouth	21,498	20,531	19,466	18,888	2,032	1,643	9.5	8.0
Carver	1,891	1,788	1,599	1,551	292	237	15.4	13.3
Middleborough	10,403	9,972	9,639	9,355	764	617	7.3	6.2
Plymouth	936	893	863	835	73	58	7.8	6.5
Wareham	8,268	7,878	7,365	7,147	903	731	10.9	9.3
Taunton	26,284	25,731	24,532	23,748	1,752	1,983	6.7	7.7
Berkley	1,026	1,002	958	926	68	76	6.6	7.6
Raynham	3,437	3,353	3,248	3,140	189	213	5.5	6.3
Taunton	21,821	21,376	20,326	19,682	1,495	1,694	6.8	7.9
Providence/ Warwick/Pawtucket	44,945	42,527	42,620	40,084	2,325	2,443	5.2	5.7
Attleboro	18,095	17,120	17,175	16,151	920	969	5.1	5.7
N. Attleborough	10,446	9,898	9,781	9,197	665	701	6.4	7.1
Norton	4,948	4,674	4,756	4,473	192	201	3.9	4.3
Plainville	2,364	2,235	2,261	2,128	103	107	4.4	4.8
Rehoboth	3,228	3,062	2,994	2,819	234	243	7.2	7.9
Seekonk	5,864	5,538	5,653	5,316	211	222	3.6	4.0
Mansfield	5,175	4,969	4,921	4,716	254	253	4.9	5.1
District Total	257,421	243,139	239,377	224,735	18,044	18,404	7.0	7.6

SOURCE: Massachusetts Division of Employment Security. Employment and Unemployment: Cities and Towns, Jan-Dec., 1979 and Jan.-Dec., 1980

*The Fall River LMA data does not include Tiverton and Little Compton in Rhode Island. The Providence/Warwick/Pawtucket LMA data does not include the Rhode Island portion of the LMA.

LMA - Labor Market Area

UNEMPLOYMENT RATES BY RACE
1980



AVERAGE ANNUAL EMPLOYMENT BY MAJOR INDUSTRY DIVISION

	TOTAL		AGRICULTURE FORESTRY, FISHING		MINING		CONTRACT CONSTRUCTION	
	78	79	78	79	78	79	78	79
DISTRICT	157,733	165,795	2,313	2,875	95	112	4,735	5,017
Fall River Area	45,616	46,210	107	149	2	0	1,353	1,420
Dighton	1,092	1,167	12	23	0	0	31	33
Fall River	38,101	38,448	34	52	0	0	867	895
Somerset	2,414	2,331	20	23	0	0	115	125
Swansea	2,871	3,026	10	12	2	0	205	224
Westport	1,138	1,238	31	39	0	0	135	143
*New Bedford LMA	50,078	55,736	1,629	2,103	9	1	1,433	1,597
Acushnet	1,402	1,394	12	13	0	0	98	109
Dartmouth	4,482	4,766	97	115	1	0	171	175
Fairhaven	3,123	3,171	305	369	0	0	129	102
Freetown	974	976	4	9	9	1	101	143
Lakeville	427	412	6	6	0	0	36	43
Marion	839	914	14	13	0	0	27	27
Mattapoisett	609	607	3	4	0	0	86	94
New Bedford	42,621	43,396	1,272	1,533	0	0	928	883
Rochester	83	100	13	41	0	0	28	21
*Plymouth LMA	7,191	7,368	295	311	27	29	339	318
Carver	175	195	27	31	0	0	14	16
Middleboro	3,543	3,735	32	42	20	23	155	166
Plympton	676	683	0	0	0	0	29	31
Wareham	2,797	2,755	236	238	7	6	141	105
Taunton LMA	15,127	15,495	93	90	20	25	409	475
Berkley	63	60	1	0	0	0	4	3
Raynham	1,804	2,004	74	69	0	0	38	45
Taunton	13,260	13,431	18	21	20	25	367	427
*Prov./Warw./ Paw. LMA	36,772	37,657	153	185	37	57	1,134	1,147
Attleboro	22,692	24,012	14	24	0	0	449	431
N. Attleborough	5,531	5,474	45	48	15	16	278	288
Norton	2,269	2,112	23	20	0	0	96	120
Plainville	2,012	1,859	9	9	22	41	153	143
Rehoboth	1,124	1,069	19	29	0	0	42	41
Seekonk	3,144	3,131	43	55	0	0	116	124
Mansfield	2,949	3,329	36	37	0	0	67	60

*The New Bedford LMA does not include Dartmouth for 1978. The Plymouth LMA data does not include Plymouth and the Providence/Pawtucket SMSA data does not include the Rhode Island portion of the SMSA. The communities listed are those which are members of the District.

MANUFACTURING		TRANSP., COMM., UTILITIES		WHOLESALE/ RETAIL TRADE		FINANCE INS., REAL EST.		SERVICES	
78	79	78	79	78	79	78	79	78	79
78,361	79,216	5,903	6,043	35,385	39,962	6,209	6,446	23,747	26,124
20,189	20,166	1,818	1,829	10,997	11,363	2,488	2,566	8,663	8,717
407	541	11	12	73	67	19	23	540	468
19,009	18,838	1,280	1,299	7,205	7,593	2,237	2,308	7,469	7,463
243	251	427	424	1,218	1,079	154	163	237	266
342	359	41	32	1,968	2,044	47	43	256	312
188	177	59	62	533	580	31	29	161	208
25,972	26,403	2,279	2,348	8,585	12,552	1,794	1,950	7,383	8,782
970	977	44	31	222	199	6	7	50	58
234	213	121	139	2,846	2,957	84	86	928	1,081
381	391	141	204	1,362	1,342	173	178	632	585
411	333	89	86	170	208	20	18	170	178
5	6	31	12	179	166	7	9	163	170
226	264	55	54	174	174	23	34	323	348
76	68	19	30	319	299	33	38	73	74
23,898	24,146	1,898	1,791	7,131	7,185	1,532	1,580	5,964	6,278
5	5	2	1	28	22	0	0	8	10
2,000	2,100	336	331	2,303	2,196	394	385	1,499	1,698
8	8	18	9	36	41	3	1	70	89
1,233	1,260	139	144	1,059	1,006	198	208	708	886
621	620	7	4	4	9	8	8	7	11
138	212	172	174	1,204	1,140	185	168	714	712
6,792	6,624	702	767	4,352	4,497	554	707	2,204	2,310
4	4	8	7	44	46	0	0	1	0
57	60	117	117	1,356	1,533	62	56	100	124
6,731	6,560	577	643	2,952	2,918	492	651	2,103	2,186
21,829	22,313	750	751	8,182	8,067	905	759	3,787	4,378
16,484	17,250	357	350	3,033	3,069	400	421	1,955	2,467
2,874	2,842	183	209	1,337	1,413	389	241	410	417
784	683	4	5	623	489	9	18	731	777
1,265	1,164	35	33	348	308	33	25	148	136
83	106	22	41	821	692	14	16	124	144
339	268	149	113	2,020	2,096	60	38	419	437
1,579	1,610	18	17	966	1,287	74	79	211	239

SOURCE: Massachusetts Cities and Towns: Employment and Wages By Major Industry Division, 1978-1979 (Massachusetts Division of Employment Security), December, 1979.

NON-AGRICULTURAL WAGE AND SALARY EMPLOYMENT
ANNUAL AVERAGES

NON-AGRICULTURAL WAGE AND SALARY EMPLOYMENT
ANNUAL AVERAGES

1979-80

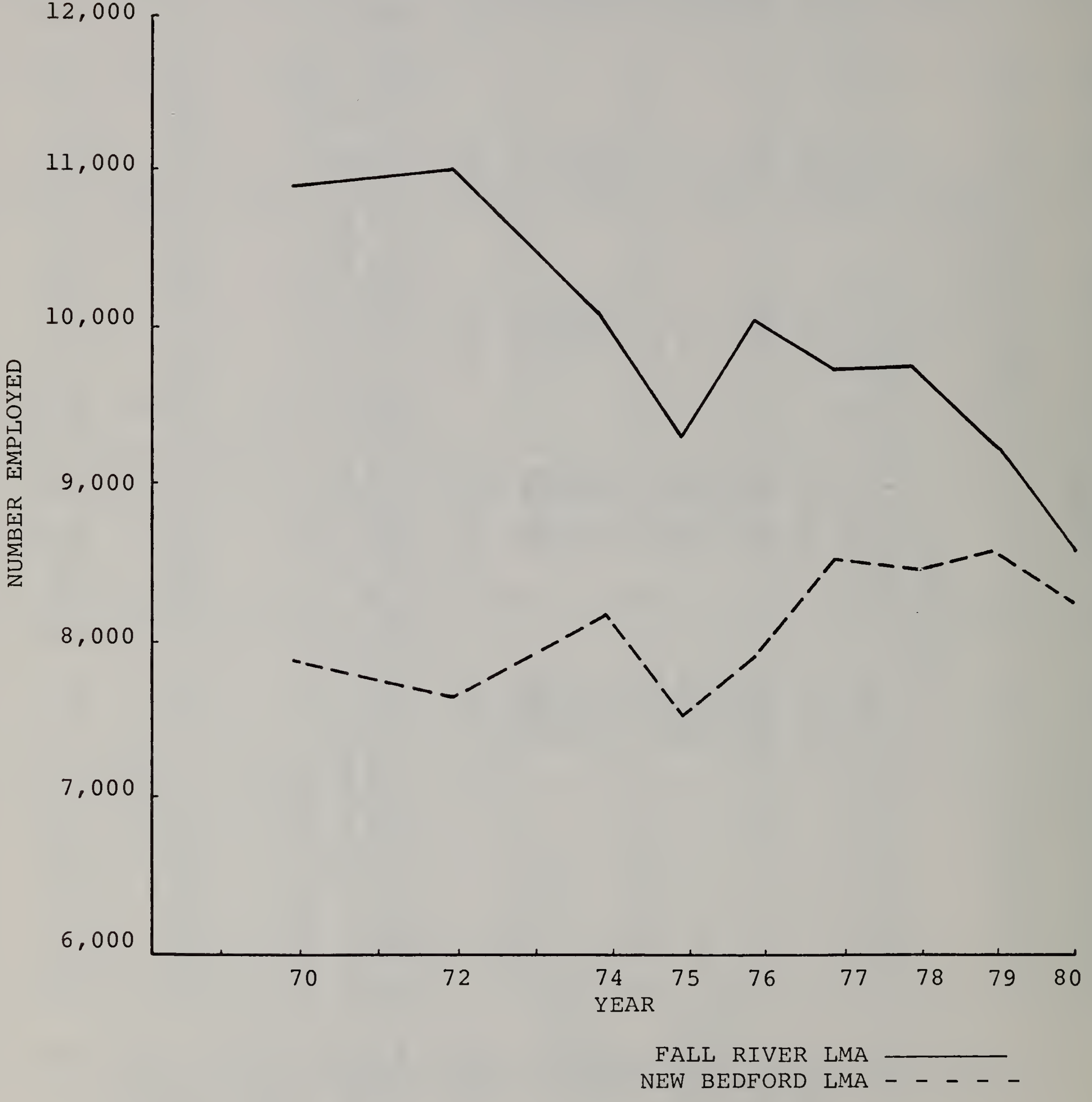
	NUMBER OF EMPLOYEES* (In thousands)					
	MASSACHUSETTS		FALL RIVER LMA		NEW BEDFORD LMA	
ITEMS	79	80	79	80	79	80
TOTAL	2,574,890	2,669,180	57,890	57,610	65,230	64,940
MANUFACTURING	663,080	666,370	21,240	20,160	26,180	25,680
DURABLE GOODS	386,930	401,980	3,330	3,310	8,740	8,680
PRIMARY FAB. METAL	73,090	70,140	**	**	3,180	3,150
MACHINERY (Exec. Elect.)	93,930	104,470	**	**	1,110	1,060
ELEC. MACHINERY	99,090	107,660	**	**	2,340	2,550
OTHER	120,820	119,680	**	**	2,110	1,920
NON-DURABLE GOODS	276,150	264,410	17,920	16,850	17,430	16,990
TEXTILE MILL PROD.	28,830	25,380	4,780	4,550	2,580	2,180
APPAREL & RELATED	41,950	40,550	9,040	**	8,530	8,230
OTHER	205,380	198,480	4,100	**	6,330	6,580
NON-MANUFACTURING	1,911,820	2,002,810	36,650	37,450	39,050	39,260

SOURCE: 1970 and 1980 annual averages were obtained through a monthly compilation of the following periodicals: Employment Review (Massachusetts Division of Employment Security), Vol. 5, Jan.-Dec., 1979; Vol. 6, Jan.-Dec., 1980; and Massachusetts Profiles Fall River LMA and New Bedford LMA (DES), Jan-Dec., 1980.

*Totals may not add up due to rounding.
**Not Available

APPAREL AND RELATED PRODUCTS IN THE DISTRICT

1970 - 1980



Source: Massachusetts Division of Employment Security

HOURS AND EARNINGS OF PRODUCTION WORKERS

ANNUAL AVERAGES
1980

ITEMS	MASSACHUSETTS Weekly Earn.	MASSACHUSETTS Weekly Hours	MASSACHUSETTS Hourly Earn.	FALL RIVER LMA Weekly Earn.	FALL RIVER LMA Weekly Hours	FALL RIVER LMA Hourly Earn.	NEW BEDFORD LMA Weekly Earn.	NEW BEDFORD LMA Weekly Hours	NEW BEDFORD LMA Hourly Earn.
Manufacturing	$257.92	39.6	$6.51	$189.77	36.6	$5.19	$214.49	37.3	$5.75
Durable Goods	277.39	40.6	6.83	209.88	40.0	5.24	229.20	38.7	5.93
Primary Fab. Metal	274.17	39.8	6.89				237.51	37.7	6.30
Machinery (Exc. Elect.)	289.26	42.0	6.89						
Electrical Machinery	253.36	40.5	6.25						
Nondurable Goods	231.84	38.4	6.05	186.16	36.0	5.17	208.10	36.7	5.67
Textile Mill Prod.	212.95	39.8	5.36	218.32	42.0	5.20	207.78	41.4	5.03
Apparel & Related	166.01	33.5	4.96				191.85	35.1	5.91

SOURCE: Annual averages were obtained through a compilation of the following periodical: Employment Review (Massachusetts Division of Employment Security), Vol. 7, Jan-Dec. 1980.

POPULATION GROWTH, 1950-1980

CITY/TOWN	1950	1960	1970	1980	1950-1980	SQ.MI.	SQ. MILE POP.DENSITY 1980
ACUSHNET	4,401	5,755	7,767	8,705	97.8	18.00	484
ATTLEBORO	23,809	27,118	32,907	34,221	43.7	27.51	1,244
BERKLEY	1,285	1,609	2,027	2,748	113.9	15.56	177
CARVER	1,530	1,949	2,420	6,977	356.0	38.41	182
DARTMOUTH	11,115	14,607	18,800	23,978	115.7	61.82	388
DIGHTON	2,950	3,769	4,667	5,347	81.3	21.81	245
FAIRHAVEN	12,764	14,339	16,332	15,793	23.7	12.15	1,300
FALL RIVER	111,963	99,942	96,898	92,240	- 17.6	32.89	2,804
FREETOWN	2,104	3,039	4,270	7,067	235.9	34.57	204
LAKEVILLE	2,066	3,209	4,376	5,933	187.2	29.54	201
MANSFIELD	7,184	7,773	9,939	13,452	87.2	20.22	665
MARION	2,250	2,881	3,466	3,950	75.6	14.28	277
MATTAPOISETT	2,265	3,117	4,500	5,599	147.2	17.46	321
MIDDLEBOROUGH	10,164	11,065	13,607	16,377	61.1	69.98	234
NEW BEDFORD	109,189	102,477	101,777	98,397	- 9.9	18.99	5,182
NO. ATTLEBOROUGH	12,146	14,777	18,665	21,071	73.5	19.05	1,106
NORTON	4,401	6,818	9,487	12,736	189.4	27.91	456
PLAINVILLE	3,000	3,810	4,953	5,783	92.8	10.98	527
PLYMPTON	697	821	1,224	1,973	183.1	14.92	132
RAYNHAM	2,426	4,150	6,705	9,076	274.1	20.30	447
REHOBOTH	3,700	4,953	6,512	7,600	105.4	47.25	161
ROCHESTER	1,328	1,559	1,770	3,190	140.2	33.76	94
SEEKONK	6,104	8,399	11,116	12,259	100.8	18.63	658
SOMERSET	8,566	12,196	18,088	18,826	119.8	7.12	2,644
SWANSEA	6,129	9,916	12,640	15,424	151.7	22.12	697
TAUNTON	40,109	41,132	43,756	45,043	12.3	47.29	952
WAREHAM	7,569	9,461	11,492	18,443	143.7	36.48	506
WESTPORT	4,990	6,641	9,791	13,756	175.7	53.01	259
DISTRICT	406,204	427,282	479,952	525,964	29.5	792.21	664

SOURCES: 1. 1950-1980-U.S. Census of Population.
2. 1975-Massachusetts State Census.

POPULATION PROJECTIONS

1975	1980	1985	1990	1995	2000	% CHANGE 1975-2000
8,439	9,850	10,450	11,000	11,650	11,850	40.4
32,650	36,250	37,450	38,200	39,000	39,850	22.1
2,300	2,500	2,700	2,850	3,000	3,050	32.6
4,280	5,050	5,850	6,700	7,350	**	71.7
21,586	24,200	25,600	26,550	26,950	27,050	25.3
5,076	5,850	6,300	6,600	6,900	7,100	39.9
16,005	17,850	18,550	18,900	18,900	18.950	18.4
100,339	90,550	88,800	88,700	89,550	90,250	- 10.1
5,417	6,200	7,100	8,000	8,550	9,250	70.8
5,118	6,100	6,700	7,250	7,550	7,900	54.4
12,447	15,900	17,250	18,600	19,200	**	54.3
3,764	4,200	4,550	4,800	5,000	5,150	36.8
5,376	6,100	6,700	7,150	7,550	7,800	45.1
14,146	16,000	17,000	17,550	17,950	18,200	28.7
100,345	93,850	91,650	91,600	92,450	93,200	- 7.1
19,120	21,400	22,350	23,050	23,700	24,250	26.8
9,869	13,200	14,400	15,550	16,150	**	63.6
5,463	6,650	7,200	7,550	7,950	8,200	50.1
1,679	2,450	2,950	3,550	4,050	**	141.2
7,720	10,900	12,700	14,600	15,950	**	106.6
7,009	8,300	9,050	9,500	9,900	10,300	47.0
2,284	2,600	2,900	3,150	3,500	3,900	70.8
11,351	13,150	14,100	14,600	15,100	15,450	36.1
19,205	22,150	23,100	23,550	23,650	23,700	23.4
15,052	17,600	19,000	19,900	20,350	23,350	35.2
42,148	43,350	43,700	44,000	44,450	45,100	7.0
15,078	18,450	19,900	21,000	21,900	22,550	49.6
12,636	15,150	16,500	17,300	17,750	17,900	41.7
505,702	535,750	554,350	571,800	585,950	**	17.5

**Control figures not available at the time projections were prepared.

SOURCE: Population Projections, Subtask 1.4 (SRPEDD), 1975.

POPULATION AND CIVILIAN LABOR FORCE BY SEX & MINORITY STATUS

1980

LMA		SEX	TOTAL	WHITE	CAPE VERDEAN	MINORITY GROUP			TOTAL
						BLACK	OTHER RACES	SPAN* HERIT.	
FALL RIVER LMA	POP.	BOTH	176,919 (100.0%)	175,724 (99.3%)		341 (0.2%)	217 (0.1%)	2,615 (1.5%)	3,827 (2.2%)
		FEMALE	94,491 (100.0%)	93,906 (99.4%)		129 (0.1%)	112 (0.1%)	1,500 (1.6%)	2,050 (2.2%)
	LABOR FORCE	BOTH	76,785 (100.0%)	76,324 (99.4%)		160 (0.2%)	314 (0.5%)	767 (1.0%)	1,241 (1.6%)
		FEMALE	34,307 (100.0%)	34,132 (99.5%)		34 (0.1%)	142 (0.4%)	375 (1.1%)	551 (1.6%)
NEW BEDFORD LMA	POP.	BOTH	171,664 (100.0%)	167,252 (88.6%)	14,591 (8.5%)	3,859 (2.5%)	553 (0.4%)	3,948 (2.3%)	23,518 (13.7%)
		FEMALE	91,650 (100.0%)	89,283 (88.6%)	7,882 (8.6%)	2,093 (2.5%)	274 (0.3%)	2,199 (2.4%)	2,367 (13.8%)
	LABOR FORCE	BOTH	80,721 (100.0%)	70,953 (87.9%)	7,858 (9.7%)	1,614 (2.0%)	322 (0.4%)	1,291 (1.6%)	11,058 (13.7%)
		FEMALE	35,973 (100.0%)	32,052 (89.1%)	3,234 (9.0%)	575 (1.6%)	107 (0.3%)	359 (1.0%)	4,280 (11.9%)
PLYMOUTH LMA	POP.	BOTH	80,265 (100.0%)	74,807 (93.2%)	3,772 (4.7%)	1,364 (1.7%)	321 (0.4%)	723 (0.9%)	6,180 (7.7%)
		FEMALE	41,502 (100.0%)	38,638 (93.1%)	1,951 (4.7%)	747 (1.8%)	166 (0.4%)	374 (0.9%)	3,238 (7.8%)
	LABOR FORCE	BOTH	33,371 (100.0%)	31,184 (93.4%)	1,538 (4.6%)	469 (1.4%)	134 (0.4%)	302 (0.9%)	2,443 (7.3%)
		FEMALE	13,320 (100.0%)	12,535 (94.1%)	559 (4.2%)	240 (1.8%)	53 (0.4%)	148 (1.1%)	1,000 (7.5%)
TAUNTON LMA	POP.	BOTH	53,208 (100.0%)	52,457 (98.6%)		308 (0.6%)	69 (0.1%)	301 (0.6%)	751 (1.4%)
		FEMALE	27,520 (100.0%)	27,156 (98.7%)		152 (0.6%)	28 (0.1%)	146 (0.5%)	364 (1.3%)
	LABOR FORCE	BOTH	26,277 (100.0%)	25,937 (98.7%)		167 (0.6%)	46 (0.2%)	126 (0.5%)	340 (1.3%)
		FEMALE	10,774 (100.0%	10,626 (98.6%)		83 (0.8%)	15 (0.1%)	50 (0.5%)	148 (1.4%)

SOURCE: Manpower Information for Affirmative Action Programs: Fall River; New Bedford; Plymouth; and Taunton LMA's, (Massachusetts Division of Employment Security), 1980

*Some duplication possible since Spanish American may include nonwhite races as well as white.

CCUPATION OF WORKERS, 1970-1978

	FALL RIVER LMA[1] EMPLOYED		NEW BEDFORD LMA EMPLOYED		PLYMOUTH LMA EMPLOYED		TAUNTON LMA EMPLOYED	
CCUPATION	1970	1978[2]	1970	1978	1970	1978	1970	1978
ROFESSIONAL/ ECHNICAL Eng., Phys, eachers & Other)	9,037 (10.4%)	8,015 (10.8%)	10,699 (11.2%)	9,134 (12.1%)	2,092 (13.9%)	3,713 (11.6%)	3,732 (12.2%)	2,803 (12.1%)
ANAGERS Except Farm)	4,033 (4.6%)	5,081 (6.8%)	5,106 (5.3%)	5,661 (7.5%)	987 (6.6%)	2,560 (8.0%)	1,459 (4.8%)	1,517 (6.6%)
ALES Retail & Other)	4,935 (5.7%)	4,619 (6.2%)	4,818 (5.0%)	4,001 (5.3%)	784 (5.2%)	2,016 (6.3%)	1,586 (5.2%)	1,229 (5.3%)
LERICAL Sec. & Other)	14,955 (17.3%)	10,969 (14.7%)	17,069 (17.8%)	11,248 (14.9%)	2,498 (16.6%)	6,817 (21.3%)	5,835 (19.0%)	3,586 (15.5%)
RAFTSMEN Mech., Mach., Carp., onst. & Other)	8,846 (10.2%)	11,474 (15.4%)	9,730 (10.2%)	10,719 (14.2%)	2,005 (13.3%)	4,545 (14.2%)	3,290 (10.7%)	3,363 (14.5%)
PERATIVES Goods Manuf. & ther Ind.)	28,736 (33.2%)	19,118 (25.7%)	29,075 (30.3%)	19,174 (25.4%)	2,267 (15.0%)	5,217 (16.3%)	8,065 (26.3%)	5,527 (23.9%)
RANSPORT OPERATIVES Truck Drivers & ther)	1,838 (2.1%)	2,348 (3.2%)	2,231 (2.3%)	2,340 (3.1%)	527 (3.5%)	1,217 (3.8%)	751 (2.4%)	800 (3.5%)
ERVICE Clean, Food, Health, rot., & Other)	10,136 (11.7%)	8,463 (11.4%)	11,865 (12.4%)	8,832 (11.7%)	2,696 (17.9%)	4,129 (12.9%)	4,475 (14.6%)	3,160 (13.7%)
USEHOLD	439 (0.6%)	264 (0.4%)	759 (0.8%)	302 (0.4%)	178 (1.2%)		196 (0.6%)	89 (0.4%)
RM Workers, Mgt., Sup.)	502 (0.6%)	638 (0.9%)	479 (0.5%)	453 (0.6%)	380 (2.5%)	576 (1.8%)	337 (1.1%)	234 (1.0%)
BORERS xcept Farm)	3,160 (3.6%)	3,408 (4.6%)	4,012 (4.2%)	3,623 (4.8%)	651 (4.3%)	1,216 (3.8%)	951 (3.1%)	831 (3.6%)
accounted, scellaneous								
L OCCUPATIONS	86,641	74,392	95,843	75,487	15,065	32,006	30,677	23,148

[1] - LMA: Labor Market Area - see composition of LMA's on page 33

[2] - 1978 data is based on straight line projections.

URCE: Mass. Division of Employment Security; Planning Information Reports Fiscal Year 1980, 1979.

FALL RIVER LMA UNEMPLOYED		NEW BEDFORD LMA UNEMPLOYED		PLYMOUTH LMA UNEMPLOYED		TAUNTON LMA UNEMPLOYED	
1970	1978	1970	1978	1970	1978	1970	1978
111 (3.6%)	171 (9.7%)	259 (7.5%)	360 (17.2%)	60 (7.0%)	235 (27.8%)	44 (5.0%)	89 (16.0%)
119 (3.9%)	300 (16.9%)	155 (4.5%)	335 (16.0%)	35 (4.1%)	227 (22.0%)	21 (2.4%)	100 (18.4%)
199 (6.5%)		376 (10.9%)		57 (23.2%)		50 (5.7%)	
787 (25.6%)	470 (26.5%)	551 (16.0%)	485 (23.2%)	152 (17.6%)	260 (25.2%)	141 (16.1%)	136 (24.5%)
1,040 (33.8%)	427 (24.1%)	1,217 (35.4%)	243 (11.6%)	276 (32.0%)	29 (2.8%)	400 (45.6%)	79 (14.3%)
191 (6.2%)	156 (8.8%)	279 (8.1%)	222 (10.6%)	83 (9.6%)	138 (13.4%)	59 (6.7%)	50 (9.0%)
17 (0.6%)		33 (1.0%)		15 (1.7%)		0 (0.0%)	
22 (0.7%)	20 (1.1%)	33 (1.0%)	134 (6.4%)	54 (6.3%)		22 (2.5%)	11 (2.0%)
532 (17.3%)		498 (14.5%)		119 (13.8%)		121 (13.8%)	
58 (1.9%)	228 (12.9%)	36 (1.0%)	313 (15.0%)	11 (1.3%)	120 (11.6%)	19 (2.2%)	87 (15.7%)
3,076	1,772	3,437	2,092	862	1,031	877	554

AVERAGE ANNUAL WAGES

COMMUNITY	1967	1969	1971	1973	1975	1977
DISTRICT	$ 4,895	$ 5,359	$ 6,398	$ 6,975	$ 7,680	$ 8,638
*FALL RIVER LMA	5,455	5,953	6,902	7,317	7,611	8,343
DIGHTON	7,884	8,541	10,313	9,879	8,085	10,439
FALL RIVER	4,539	5,187	5,889	6,525	7,232	8,198
SOMERSET	5,028	5,414	6,373	6,900	8,435	9,201
SWANSEA	5,252	5,422	5,893	6,681	7,022	6,573
WESTPORT	4,580	5,202	6,043	6,599	7,280	7,302
*NEW BEDFORD LMA	4,446	4,962	5,867	7,001	7,400	8,442
ACUSHNET	5,347	5,960	7,040	7,411	8,869	10,472
DARTMOUTH	4,387	5,096	5,430	5,893	6,374	7,139
FAIRHAVEN	4,460	5,114	5,835	6,281	7,138	7,875
FREETOWN	5,528	5,135	6,217	7,099	7,882	8,995
LAKEVILLE	2,588	3,122	3,835	4,270	4,816	5,095
MARION	6,182	7,516	8,225	8,885	10,293	10,441
MATTAPOISETT	3,565	4,127	4,511	5,043	6,402	7,461
NEW BEDFORD	4,758	5,457	6,053	6,966	8,062	9,458
ROCHESTER	3,139	3,262	5,221	6,053	5,741	7,743
*PLYMOUTH LMA	4,782	4,561	6,592	6,558	7,492	8,138
CARVER	3,698	4,119	5,387	5,625	6,392	6,308
MIDDLEBOROUGH	4,587	4,836	5,830	6,394	7,057	8,083
PLYMPTON	6,365	4,086	9,402	7,739	9,102	10,094
WAREHAM	4,480	5,202	5,748	6,477	7,415	8,068
TAUNTON LMA	4,230	4,593	5,383	5,920	6,226	6,958
BERKLEY	3,392	3,468	4,972	4,739	4,013	5,269
RAYNHAM	4,021	4,455	4,887	6,146	6,920	7,051
TAUNTON	5,276	5,855	6,289	6,876	7,744	8,553
*PROVIDENCE/WARWICK/ PAWTUCKET LMA	4,980	5,700	6,300	6,834	7,923	9,064
ATTLEBORO	5,671	6,525	7,178	7,984	8,989	10,434
NORTH ATTLEBOROUGH	5,218	5,867	6,228	6,781	7,750	8,580
NORTON	4,520	5,091	5,613	6,853	8,376	9,279
PLAINVILLE	4,973	5,668	6,245	6,770	7,587	8,885
REHOBOTH	4,907	6,295	7,108	6,475	7,891	9,169
SEEKONK	4,591	4,755	5,425	6,139	6,947	8,035
OTHER						
MANSFIELD	5,477	6,385	7,342	8,221	9,431	10,885

SOURCE: Massachusetts Cities and Towns: Employment and Wages by Major Industry Divisions, 1976-1977, (Massachusetts Division of Employment Security), December, 1978.

* The communities listed are those which are members of the District. The Plymouth LMA data does not include Plymouth and the Providence/Warwick/Pawtucket LMA data does not include the Rhode Island portion of the LMA. The Fall River LMA does not include Tiverton and Little Compton in Rhode Island.

LMA - Labor Market Area

INCOME, 1970, 1975

CITY/TOWN	1970 AVERAGE FAMILY INCOME ($)	PERSONS WITH INCOME BELOW POVERTY LEVEL (%) 1970*	FAMILIES WITH INCOME ABOVE $15,000 (%) 1970	PER CAPITA INCOME ($)	
				1969	1975
ACUSHNET	9,868	7.8	11.2	2,697	3,891
ATTLEBORO	12,066	6.2	22.4	3,385	4,739
BERKLEY	11,017	11.1	17.4	2,819	4,160
CARVER	9,619	12.8	17.3	2,468	3,522
DARTMOUTH	11,690	9.5	21.6	3,484	4,937
DIGHTON	12,132	6.4	20.6	3,329	4,797
FAIRHAVEN	10,298	7.1	14.9	3,043	4,452
FALL RIVER	9,050	13.8	7.7	2,671	3,795
FREETOWN	10,779	8.6	13.4	2,948	4,460
LAKEVILLE	12,114	7.2	22.1	3,170	4,761
MANSFIELD	11,648	6.5	23.1	3,124	4,732
MARION	13,300	8.9	29.3	3,773	5,268
MATTAPOISETT	11,647	7.7	22.2	3,376	5,075
MIDDLEBOROUGH	10,561	7.7	16.1	2,882	4,134
NEW BEDFORD	9,032	15.3	8.5	2,690	3,922
N. ATTLEBOROUGH	11,687	6.0	21.2	3,307	4,676
NORTON	11,497	8.6	20.4	2,851	4,034
PLAINVILLE	11,357	6.4	23.1	2,982	4,697
PLYMPTON	11,315	11.9	19.5	3,183	4,747
RAYNHAM	13,226	3.1	28.1	3,559	4,985
REHOBOTH	11,549	5.8	19.8	3,100	4,563
ROCHESTER	10,793	6.4	18.8	3,117	4,594
SEEKONK	12,660	5.1	27.4	3,514	5,118
SOMERSET	11,650	5.2	21.5	3,269	4,685
SWANSEA	10,923	6.5	17.5	3,002	4,219
TAUNTON	10,531	9.6	15.3	2,824	3,987
WAREHAM	9,577	12.8	14.0	2,680	3,982
WESTPORT	10,163	8.4	14.3	2,842	4,183
DISTRICT AVERAGES	11,134	11.7	13.7	3,075	4,468

*The "poverty level" is based on an "economy" food plan designed by the Dept. of Agriculture. A family is classified as poor if its total money income amounts to less than three times the cost of the "economy" food plan. In 1970, the poverty level was $3,410.

SOURCE:
1. 1970 Census of Population, General Social and Economic Characteristics: Ma
2. U.S. Dept. of Commerce, Bureau of the Census, Per Capita Income Estimates, Jan. 1979.

PAST AND PROJECTED LAND USE
FOR THE DISTRICT

1950 - 1990

	1950		1970		50-70	1990		70-90
	Acres	% of Total	Acres	% of Total	% Change	Acres	% of Total	% Change
Residential	39,320	6	62,204	10	58.2	90,400	15	45.3
Commercial	2,529	.4	5,147	.8	103.5	6,374	1	23.8
Industrial	2,432	.4	4,472	.7	83.9	5,426	.9	21.3
Transportation	604	.1	8,164	1.3	1,251.6	9,700	1.6	18.8
Public & Open	3,508	.6	7,637	1	117.7	10,200	1.7	33.6
Extractive	624	.1	5,706	.7	814.4	7,700	1.3	34.9
Recreation	1,333	.2	7,366	1	452.6	15,500	2.5	110.4
Agriculture	109,061	18	86,110	14	-21.0	71,100	12	-17.4
Undeveloped	446,881	74	419,486	69	- 6.1	390,392	64	- 6.9
TOTAL	606,292	99.8	606,292	98.5		606,292	100.0	

SOURCE: The Comprehensive Regional Plan for Southeastern Massachusetts: Land Use Element (SRPEDD), January, 1978.

HOUSING UNITS

	ONE & TWO FAMILY		MULTI-FAMILY		TOTAL		70-79
CITY/TOWN	1970	1979	1970	1979	1970	1979	% Change
ACUSHNET	2,141	2,585	100	202	2,241	3,062	36.6
ATTLEBORO	7,842	8,764	2,454	3,700	10,296	12,506	21.5
BERKLEY	548	908	16	16	564	898	59.2
CARVER	743	1,839	4	4	747	2,414	223.2
DARTMOUTH	5,752	7,510	275	275	6,027	8,371	38.9
DIGHTON	1,277	1,601	72	136	1,349	1,785	32.3
FAIRHAVEN	4,817	5,138	461	819	5,278	6,493	23.0
FALL RIVER	12,536	13,113	21,567	24,098	34,103	36,918	8.3
FREETOWN	1,165	2,086	45	45	1,210	2,356	94.7
LAKEVILLE	1,305	1,756	6	6	1,311	2,495	90.3
MANSFIELD	2,708	3,686	335	745	3,043	4,699	54.4
MARION	1,088	1,377	49	49	1,137	1,755	54.4
MATTAPOISETT	1,391	1,840	78	82	1,469	2,615	78.0
MIDDLEBOROUGH	3,537	4,386	664	1,048	4,201	5,705	35.8
NEW BEDFORD	18,964	20,889	17,556	19,796	36,520	39,499	8.2
NO. ATTLEBOROUGH	4,550	5,508	1,240	1,816	5,790	7,580	30.9
NORTON	2,245	3,036	202	691	2,447	3,927	60.5
PLAINVILLE	1,169	1,511	197	221	1,366	2,133	56.1
PLYMPTON	338	596	0	0	338	616	82.2
RAYNHAM	1,811	2,553	37	205	1,848	2,885	56.1
REHOBOTH	1,857	2,441	16	16	1,873	2,471	31.9
ROCHESTER	598	1,050	4	4	602	1,084	80.1
SEEKONK	3,240	3,941	71	149	3,311	4,132	24.8
SOMERSET	5,008	5,764	487	562	5,495	6,388	16.3
SWANSEA	3,766	4,928	103	167	3,869	5,197	34.3
TAUNTON	10,080	11,517	3,475	4,351	13,555	16,594	22.4
WAREHAM	3,990	5,506	250	773	4,240	10,902	157.1
WESTPORT	2,964	4,121	111	187	3,075	5,404	75.7
DISTRICT TOTALS	107,430	129,950	49,875	60,096	157,305	200,884	27.7

SOURCES:
1) 1970 U.S. Census, Fourth Count and Second Count
2) Housing Authorized by Building Permits....Annual 1979, Bureau of the Census, July 1980
3) 1980 U.S. Census, Preliminary Count.

MUNICIPAL VALUATION AND TAXATION
1979-1980

COMMUNITY	ASSESSED VALUATION ($000) 79	ASSESSED VALUATION ($000) 80	ACTUAL TAX RATES per $1,000 ($) 79	ACTUAL TAX RATES per $1,000 ($) 80	ASSESSMENT RATIO (%) 79	ASSESSMENT RATIO (%) 80	FULL VALUE TAX RATE per $1,000 ($) 79	FULL VALUE TAX RATE per $1,000 ($) 80
Acushnet	11,276	26,432	258.00	80.00	13	31	34.44	25.03
Attleboro	211,452	217,327	72.85	72.35	58	59	42.13	43.01
Berkley	12,760	37,105	65.00	21.00	51	100	33.15	21.00
Carver	10,905	11,653	266.00	270.00	15	16	41.05	44.53
Dartmouth	263,860	269,190	33.00	32.00	82	84	27.16	26.87
Dighton	14,800	15,386	141.00	143.00	20	21	28.55	20.10
Fairhaven	28,564	28,307	211.00	184.00	20	19	42.15	36.42
Fall River	185,635	182,954	181.00	160.00	39	38	70.89	61.76
Freetown	14,694	16,199	182.00	183.00	16	17	28.56	31.66
Lakeville	42,175	43,368	53.00	50.00	59	60	31.08	30.15
Mansfield	67,674	72,262	89.60	76.80	40	42	35.42	32.42
Marion	39,892	40,105	54.40	57.60	40	40	21.68	23.08
Mattapoisett	42,094	42,569	68.00	68.00	45	45	30.59	30.93
Middleborough	65,759	67,531	96.00	93.00	43	43	40.97	40.76
New Bedford	235,495	228,666	174.80	141.60	39	38	68.75	54.08
No. Attleborough	202,003	206,493	40.40	37.80	89	91	36.05	34.48
Norton	70,002	133,353	81.00	44.00	55	100	44.16	44.00
Plainville	79,725	81,731	30.65	33.10	100	100	30.65	33.10
Plympton	18,278	18,506	49.00	47.00	61	61	29.91	29.05
Raynham	76,254	79,426	52.00	51.00	69	72	35.95	36.72
Rehoboth	99,334	103,382	33.20	32.40	96	99	31.86	32.36
Rochester	16,106	17,322	77.50	73.50	42	44	32.39	33.04
Seekonk	134,734	139,731	43.00	41.00	71	73	30.43	30.09
Somerset	502,306	502,926	24.00	25.00	98	98	23.57	24.58
Swansea	107,933	109,676	48.00	49.00	63	64	30.46	31.59
Taunton	75,722	127,950	202.80	116.00	24	40	49.03	47.39
Wareham	166,101	168,354	52.00	52.00	68	68	35.50	35.85
Westport	30,157	79,390	132.00	63.20	16	42	21.17	26.69

SOURCE: Massachusetts Taxpayers Foundation, Inc. Municipal Financial Data, 1979 and 1980.

MASS. [redacted]
Y3.SR1/3:982
✓

Southeastern Massachusetts

THE GOLDEN CONNECTION

Overall Economic Development Program

June 1983

GOVERNMENT DOCUMENTS
COLLECTION
FEB 27 1985
University of Massachusetts
Depository Copy

southeastern regional planning and economic development district

SOUTHEASTERN REGIONAL PLANNING AND ECONOMIC DEVELOPMENT DISTRICT
25 Barnum Street Taunton, MA 02780

1982

ANNUAL REPORT

AND

1983

PROGRAM PROJECTION

OF THE

OVERALL ECONOMIC DEVELOPMENT PROGRAM

JUNE 1983

Prepared with funding from the
U.S. Economic Development Administration

CREDITS

SRPEDD COMMISSION
ECONOMIC DEVELOPMENT COMMITTEE

STAFF

Stephen C. Smith - Executive Director
Maria Gooch - Economic Development Coordinator
Anita Sabourin - Graphics Specialist
Susan Green - Senior Secretary

CONTENTS

I. INTRODUCTION 1

II. ADMINISTRATION 3

A. AREA DESIGNATION AND PARTICIPATING GOVERNMENTS 3
B. DISTRICT ORGANIZATION 4

III. DEVELOPMENT EFFORTS 11

A. INTRODUCTION 11
B. EDA PROJECT DEVELOPMENT 11
C. MAJOR INDUSTRIAL AND COMMERCIAL DEVELOPMENT 14

1. Attleboro Area 15
2. Fall River Area 16
3. New Bedford Area 16
4. Plymouth Area 17
5. Taunton Area 17

D. MANPOWER DEVELOPMENT 18
E. TRANSPORTATION 18

1. Interstate 495 18
2. New Bedford-Fairhaven Bridge 21
3. Brightman Street Bridge 22
4. Fall River Harbor Dredging 22

F. ENERGY 22

1. New England Energy Park 22
2. Neesplan 23
3. Waste Heat Utilization 23

IV. THE DISTRICT'S ECONOMY 25

A. INTRODUCTION 25

1. The Broader Picture 25
2. 1982 In Perspective 27

V. ECONOMIC DEVELOPMENT CENTERS 31

VI. POTENTIAL FOR ECONOMIC DEVELOPMENT 33

A. ANALYSIS OF POTENTIALS 33
B. CONSTRAINTS 35

VII. STRATEGY AND IMPLEMENTATION 37

A. PROGRAM AND PROJECT SELECTION..... 37
B. PROGRAM CONSIDERATIONS AND COURSE OF ACTION................. 37
C. PLAN FOR IMPLEMENTATION........... 44

1. District Strategy.............. 44
2. Tasks and Proposed Activities.. 47

TABLES
(TEXT)

1. COMMISSION MEMBERS, 1982........... 7

2. ECONOMIC DEVELOPMENT COMMITTEE, 1982 COMMITTEE, 1982................... 9

3. EDA GRANTS TO MUNICIPALITIES, 1966-1982......................... 12

4. MAJOR INDUSTRIAL AND COMMERCIAL DEVELOPMENT, 1982................. 15

5. OCCUPATIONAL TRAINING IN SOUTHEASTERN MASSACHUSETTS........ 19

6. EMPLOYMENT AND UNEMPLOYMENT ANNUAL UNADJUSTED AVERAGES........ 29

7. EDA PROJECT RANKING CRITERIA....... 38

8. HIGH PRIORITY PROJECTS FOR 1982-1983......................... 40

9. HIGH PRIORITY PROJECTS FOR 1983-1984......................... 43

APPENDIX

1. POPULATION PROJECTIONS............ 1

2. POPULATION GROWTH................. 2

3. RACE.............................. 3

4. LABOR FORCE GROWTH................ 4

5. HOUSING UNITS..................... 5

introduction

The mission of the Economic Development Administration (EDA) under the U.S. Department of Commerce is to enhance the national economy.* EDA assists communities and areas experiencing economic distress to help themselves achieve lasting improvement. EDA's role is to support the effort of local people in devising their own programs to solve problems.

The program developed by local people to address an area's problems is the Overall Economic Development Program (OEDP). The OEDP is both a document and a process -- a process of area self-analysis, planning, and action to create new economic activity and improve community facilities and services.

The Public Works and Economic Development Act of 1965, as amended, requires that redevelopment areas and economic development districts such as SRPEDD formulate an OEDP. EDA must approve the OEDP prior to designating redevelopment areas and economic development districts as qualified to receive assistance.**

Continued eligibility of an EDA-designated redevelopment area or economic development district is contingent upon regular updating of the OEDP. This may be accomplished by submitting to EDA an Annual OEDP Report and Program Projection such as this one. Redevelopment areas located in a designated economic development district may satisfy this requirement by concurring with the district's annual report covering the area's activities.

An OEDP identifies assets and liabilities. It sets a course of action for dealing with problems created by unemployment and a sagging economy. Preparation of the OEDP is a process guided by a committee representing economic development interests in the area. Without this process efforts to tackle problems become disconcerted.

Beyond making it easier for an area to address economic problems, the OEDP also makes the area eligible for EDA funding. In southeastern Massachusetts, SRPEDD receives EDA funding to prepare an OEDP which makes six redevelopment areas eligible for EDA grants.

---

* U.S. Department of Commerce, Economic Development Administration. EDA Handbook, June, 1977.

** ______________. Guide for District Overall Economic Development Program, May, 1977.

Because SRPEDD updates the OEDP annually to maintain eligibility as an economic development district, member communities are also eligible for 10 percent bonuses on the total cost of public works projects.

The Annual OEDP does not include the detail of the original SRPEDD OEDP published in 1969. It provides, however, a review of accomplishments and significant changes in the economy during the past year and proposes a strategy to meet the new situation. This is a continuous and dynamic process.

The annual OEDP contains these elements:

- Fact gathering to assure understanding of current developments;
- Identification of potentials;
- Appraisal of urban places suitable to serve as centers for growth;
- Establishment of goals and intermediate objectives to direct development activities and measure progress;
- Devising a strategy for development -- a plan to achieve goals and objectives (a listing of projects); and
- Provision of a work program proposing methods for implementation of the strategy and projects.

Beyond making the area eligible for EDA funding, the most important aspect of the annual OEDP, by far, is the listing of projects in the region to be funded by EDA. Projects are ranked in order of priority. The listing provides guidance to EDA on which projects should be funded first.

administration

A. AREA DESIGNATION AND PARTICIPATING GOVERNMENTS

On November 13, 1969, the Southeastern Regional Planning Commission was designated by the Economic Development Administration (EDA) as an Economic Development District (EDD) under Title VI of the Public Works and Economic Development Act of 1965.

The purpose of an Economic Development District is to foster successful economic development on a large scale by grouping together economically distressed and healthy areas -- redevelopment areas and economic development centers or growth centers.

The District encompasses portions of three counties, twenty-eight municipalities and six redevelopment areas. The District's county membership includes: all of the communities in Bristol County with the exception of the town of Easton; the towns of Carver, Lakeville, Marion, Mattapoisett, Middleborough, Plympton, Rochester and Wareham in Plymouth County; and Plainville in Norfolk County. The Town of Dartmouth rejoined the District in 1980.

Four of the District's redevelopment areas -- Bourne/Wareham/Rochester, New Bedford, Providence/Pawtucket, and Plymouth -- were designated in 1966. The Fall River Redevelopment Area was designated in 1972 and the Taunton Redevelopment Area was designated in 1974. The Town of Mansfield is presently not included within a redevelopment area.

These redevelopment areas were designated on the basis of "substantial and/or persistent unemployment".* Redevelopment area designation enables an area to be eligible for the whole range of programs authorized by the Public Works and Economic Development Act.

Redevelopment areas were originally established on the basis of labor market area (LMA) information furnished by the Massachusetts Division of Employment Security (DES). Since designation, however, DES has changed the labor market area boundaries. The Bourne/Wareham/Rochester LMA has been eliminated, and Wareham and Rochester, both District communities, have been incorporated into the Plymouth and New Bedford LMA's respectively.

---

*U.S. Department of Commerce, Economic Development Administration. Designated Redevelopment Areas under the Public Works and Economic Development Act of 1965, as Amended, October 1, 1978.

This new composition presents a problem by interrupting the continuity needed for trend analysis. Furthermore, the new labor market area boundaries are not similar to the federally designated Standard Metropolitan Statistical Areas (SMSA's) in the District -- Fall River and New Bedford. Figure 1 shows the present labor market areas in the District for which DES provides information.

The District also has two designated economic development centers (EDC's) -- the cities of Fall River and Taunton -- and a redevelopment center (RC), the City of New Bedford. These growth centers are the economic activity nuclei of their respective redevelopment areas.

Redevelopment centers are those which are recognized as falling within a designated redevelopment area. Unlike economic development centers there is no limit on the population of RC's which may be in excess of 250,000 as of the last federal census.

B. DISTRICT ORGANIZATION

The Commission of the Southeastern Regional Planning and Economic Development District serves as the Overall Economic Development Program (OEDP) Committee for the District. The committee sets policy and provides guidance on all matters relating to the economic development of the District. But because of its size it relies on a smaller advisory committee, the Economic Development Committee (EDC) for specific recommendations.

The EDC is responsible in conjunction with the OEDP Committee for developing criteria, and ranking economic development projects in the District. The committee also guides and assists the overall staff effort to prepare and implement the District's economic development program.

Membership lists for both committees are included in this section.

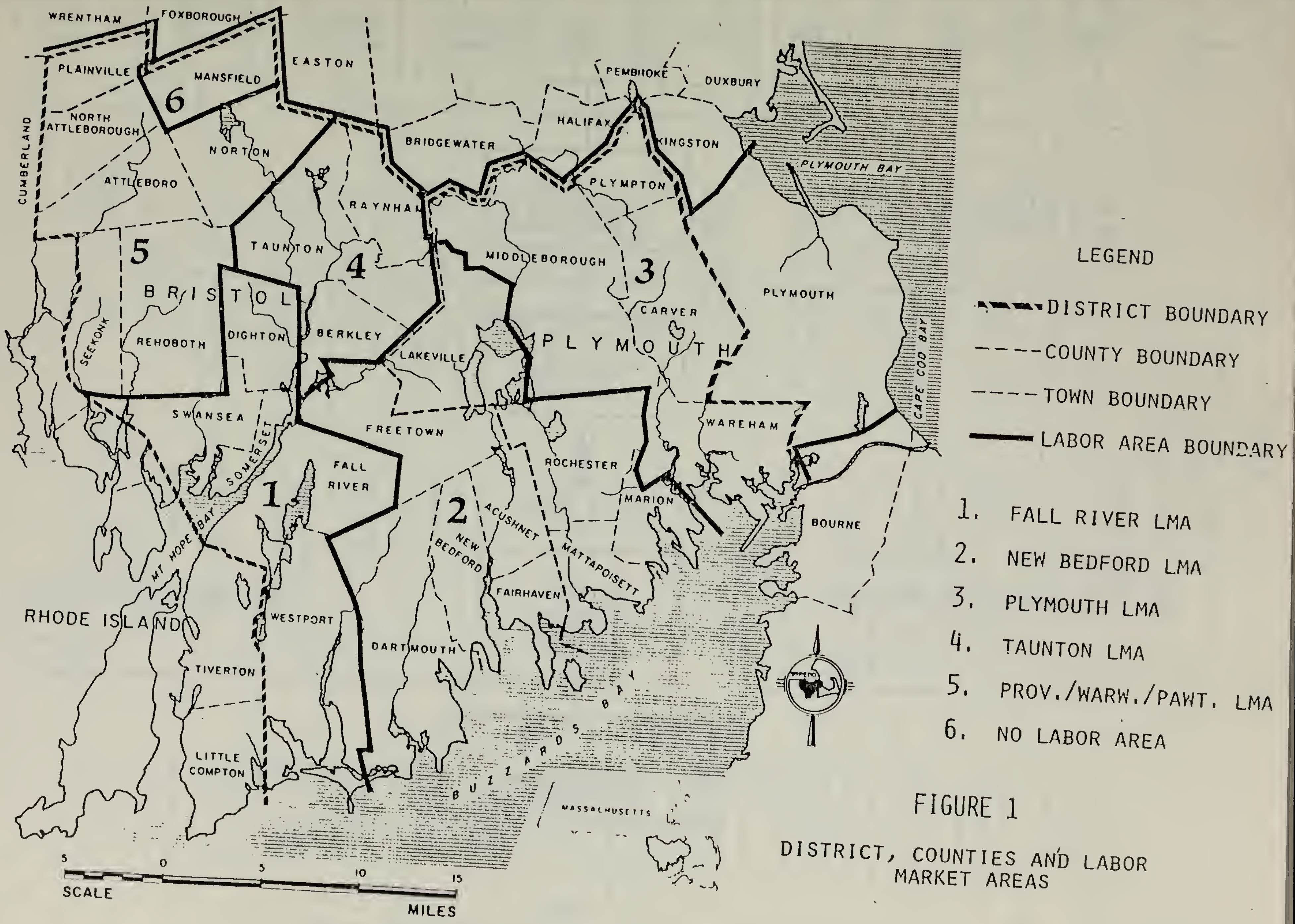


FIGURE 1

DISTRICT, COUNTIES AND LABOR MARKET AREAS

ORGANIZATION OF SRPEDD ECONOMIC DEVELOPMENT FUNCTION

1982

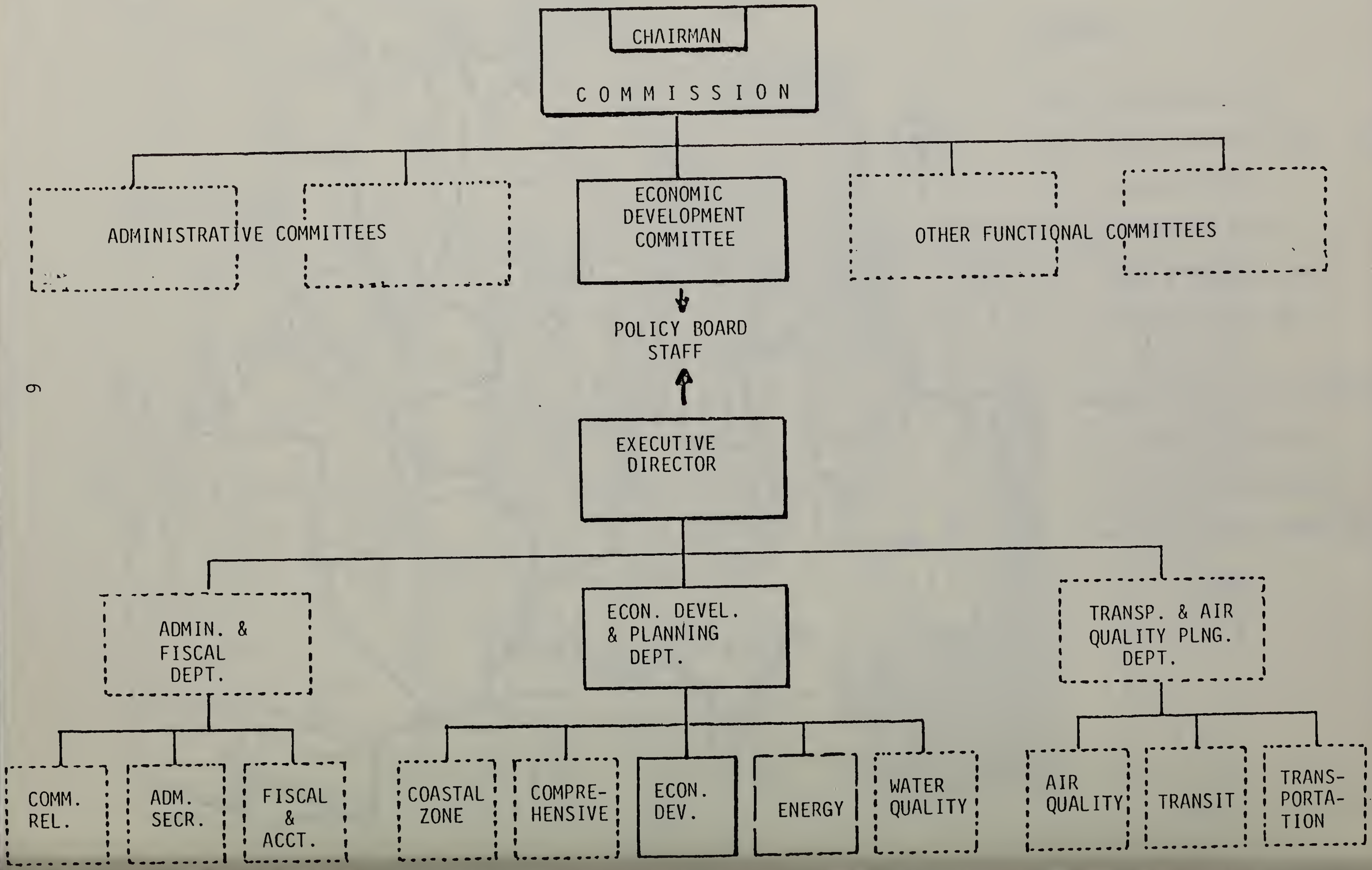


TABLE 1

COMMISSION MEMBERS
1982-1983
(April 1, 1982-March 31, 1983)

CITY/ TOWN	MEMBER	OCCUPATION/ AFFILIATION	REPRESENTATION
Acushnet	Eugene Miller Norman L. Rivet*	 Sales Engineer/P.B.	Government Local Plan.
Attleboro	Mayor Gerald J. Keane Jesse J. Armell, Jr.*	Mayor General Contractor/P.B.	Government Business/Plan.
Berkley	Lawrence Wilson S. Kenneth Woodward*	Insurance Teacher/Plan. Board	Government Education/Plan.
Carver	David G. Knight Timothy McGillicuddy*	Econ. Dev. Director Custodian/Plan. Board	Economic Dev. Local Plan.
Dartmouth	James H. Mathes Dr. Basil Castaldi*	 Education Consult./ Plan. Board	Government Education/Local Plan.
Dighton	Allan Campbell Manuel Ferreira*	Civil Engineer Restaurant Owner/ Planning Board	Government Business/Local Planning
Fairhaven	Kenneth R. Vining Raymond Fleurent*	Retired Contractor/Plan. Bd.	Elderly/Gov't. Business/Plan.
Fall River	Alfred Edwards Gregory A. Brilhante	Planning Director	Plan/Gov.'t Local Plan.
Freetown	Cynthia Cardin Richard Johnson*	 Planning Board	Government Local Plan.
Lakeville	Luke Leonard, Jr. Kevin W. St. George	Teacher Electrical Insp./P.B.	Education Local Plan.
Mansfield	Richard T. Curley Roy DeGirolamo*	Consultant Planning Bd.	Government Local Plan.
Marion	Joseph P. Zora* Robert L. Sundblad*	Auto Foreman/Select. Engineer/Plan. Bd.	Government Local Plan.
Mattapoisett	Clarence Fountain William Matthews	 Planning Board	Government Local Plan.
Middleborough	Lawrence Carver Paul Beauchesne*	Retired Planning Board	Government Local Plan.
New Bedford	Robert B. Davis Richard Walega	City Planner City Planning Director	Local Gov't. Local Plan.

*Elected Officials

CITY/ TOWN	MEMBER	OCCUPATION/ AFFILIATION	REPRESENTATION
North Attleborough	Raymond A. Payson	DPW Director	Government
	W. Russell Schofield Jr.*	Store Owner/Plan. Bd.	Bus./Local Plan.
Norton	William Jordan	Electrical Engineer	Gov't./Industry
	Audley Child*	Plan. Bd.	Local Plan.
Plainville	Richard Stenfeldt	Developer/Plan. Bd.	Business/Plan.
Plympton	Lee A. Johnson	Teacher	Education
	D. Howard Randall, Jr.*	Mech. Engineer	Local Plan.
Raynham	Emeline MacDonald	Retired	Government
	John P. Lovenbury*	Planning Board	Local Plan.
Rehoboth	Arthur Messier		Government
	Diane M. Biello*	Estimator/P.B.	Local Plan.
Rochester	George G. Bare*	Ind. Eng./Selectman	Government
	Joseph Chamberlain*	Planning Board	Local Planning
Seekonk	Charles Terzian	Station Owner/P.B.	Local Planning
Somerset	Donald J. Hussey		Government
	Leonard R. Torchia*	Sales Rep./Plan. Bd.	Local Planning
Swansea	Michael W. Finglas	Executive Secretary	Government
	Brian Gingras*		Local Plan.
Taunton	Fernand Medeiros*	Mech. Eng./City Council	Government
	John L. Viveiros	Bacteriologist/P.B.	Local Planning
Wareham	John F. Healey	Town Administrator	Government
Westport	Julia S. Enroth	Executive Secretary	Government
	George M. Hall*	Retired	Local Planning

COMMISSIONER-AT-LARGE

Attleboro Area	Dan Roman	Social Worker	Minority/Low Income
Fall River Area	Donald Geary	Restaurant Owner	Minority/Low Income
	Stanley Silas	Economic Dev. Planner	Minority/Low Income
New Bedford Area	Peter J. Andrews		Minority/Low Income
	Heather G. Bare	Consultant	Minority/Low Income

OFFICERS

Emeline MacDonald, Chairman

S. Kenneth Woodward, Vice-Chairman

Allan L. Campbell, Secretary

Richard T. Curley, Treasurer

Fernand Medeiros, Asst. Treasurer

David G. Knight, Past Chairman

*Elected Officials

TABLE 2

ECONOMIC DEVELOPMENT COMMITTEE

1982

COMMISSION MEMBERS

Dr. Basil Castaldi (Vice-Chairman) (1982)
Planning Board (Chairman) (1983)
Dartmouth, Mass.

Richard T. Curley
Consultant
Mansfield, Mass.

Robert B. Davis
City Planning Department
New Bedford, Mass.

Julia S. Enroth
Executive Secretary
Westport, Mass.

David G. Knight
SRPEDD Past Chairman
Carver, Mass.

Emeline MacDonald
SRPEDD Chairman
Raynham, Mass.

Timothy M. McGillicuddy, Jr.
Custodian, 4th District Court
Carver, Mass.

Fernand Medeiros, P.E.
Mechanical Engineer
Taunton, Mass.

Stanley Silas
Jobs for Fall River, Inc.
Fall River, Mass.

PUBLIC AND PRIVATE SECTOR

Francisco Cabral
Ser-Jobs for Progress, Inc.
Fall River, Mass.

Kerry Horman
Planning & Community Development Director
Attleboro, Mass.

William R. Lupica
Mass. Div. of Employment Security
Middleborough, Mass.

William McAloon
Industrial Dev. Commission Director
Taunton, Mass.

Aaron Mittleman
President
New England Apparel Mfg. Assoc., Inc.
Fall River, Mass.

Gerard Sharest
Tibbets Engineering
New Bedford, Mass.

Robert Smith
Bristol County Develop. Council
Fall River, Mass.

Chester Twardzicki (Chairman)*
Director, Industrial Dev. Corp.
No. Attleborough, Mass.

Dr. Richard J. Ward, Dean
College of Business & Industry
Southeastern Mass. University
North Dartmouth, Mass.

Stephen C. Williams
Durfee Trust Company
Fall River, Mass.

Constantine Yankopoulos
Community Development Director
Wareham, Mass.

Lois Nelson
Industrial Development Corp.
No. Attleborough, Mass.

development efforts

A

B

A. INTRODUCTION

In 1982 the region continued to make major strides in its transformation into a viable and dynamic economic area. Many of the older industries suffered setbacks and unemployment rates increased considerably, but thanks to the industrial revenue bond program industrial expansion continued. Central business district projects also moved towards completion.

B. EDA PROJECT DEVELOPMENT

In 1982 the U.S. Economic Development Administration (EDA) funded the extension of Barnet Boulevard in the industrial park in New Bedford/Dartmouth -- OEDP project number two. Table 3 outlines the projects funded in this region by EDA. From 1966 to 1982, EDA invested over $20 million in this region.

The agency has funded five industrial parks (a $7 million investment): The Fall River Industrial Park; New Bedford Industrial Park; North Attleborough Industrial Park; Taunton Myles Standish Industrial Park; and Wareham Industrial Park.

These parks have provided space for existing industries and attracted new industries. They have provided an additional 5,585 jobs to this region and have helped improve the economic climate by creating spinoff impacts, leveraging private investment and supplementing local property taxes.

The region holds much hope for the remaining acreage in these parks. Recently, Massachusetts as a whole has fared well economically due to the vitality of the computer industry concentrated around Boston in the "Route 128 belt". Many of these industries, however, are looking for new labor force markets.

Southeastern Massachusetts with its large available labor force, ready industrial parks, accessibility, and reasonable land costs offers an alternative. Many economists view the "Route 495 belt" (partially in this region) as the future home of the computer industry.

The Taunton Myles Standish Industrial Park funded by EDA has direct access to Route 495. With the highway completed in late 1982, the 437-acre park should be filled rapidly. The other parks need additional EDA investment to expand acreage and services to meet present and future demands. The area also needs EDA investment to establish a regional manpower skills center which will train its large labor force.

TABLE 3

EDA GRANTS TO MUNICIPALITIES
1966 - 1982

DATE	COMMUNITY	PROJECT	GRANT
1966	Fall River	Port Development (T.A)	$ 50,000
"	"	Vocational Tech. H.S. (P.W.)	3,053,000
"	New Bedford	Terminal Bulkhead (P.W)	2,902,000
"	Dartmouth	Extension of Water Distribution Syst. (P.W.)	27,000
1967	Fall River	Industrial Expansion (T.A)	2,000
"	"	Ace Plastic (A.G.)	2,000
"	Plymouth	Waste Treatment Plant (P.W.)	1,056,000
"	"	Industrial Dev. Plan (T.A.)	25,000
1968	Fall River	Water/Sewer/Road to Industrial Park (P.W.)	1,032,000
"	North Attleborough	Master Plan/Ind. Park (T.A)	20,000
"	Plymouth	Water/Sewer/Road to Industrial Park (P.W.)	393,000
1969	New Bedford	Water/Sewer/Road to Industrial Park (P.W.)	517,000
1970	Fairhaven	Industrial Park Study (T.A.)	8,000
"	Fall River	Water/Sewer/Road to Industrial Park (P.W.)	200,000
1972	North Attleborough	Industrial Park (P.W.)	294,000
"	New Bedford	Urban Coalition/Red Crab Aquaculture Proj. (T.A.)	108,000
"	Plymouth	Sewer Pump Station (P.W.)	188,000
1973	Taunton	Industrial Park Study (T.A.)	15,000
1974	New Bedford	Water Main Const. (P.W.)	1,294,000
"	"	Urban Coalition/Red Crab Project (T.A.)	5,000
"	Somerset	Water Transmission Line (P.W.)	450,000
"	Taunton	Sewer Main/Ind. Park (P.W.)	858,000
"	"	Technical Assistance	38,000
1975	Taunton	Water Syst. & Rail Spur/Ind. Park (P.W.)	521,000
"	"	Site Clearance/Ind. Park (P.W.)	94,000
"	Fall River	Feasibility Study of Bulkhead Construction (T.A.)	89,000

TABLE 3 CONT'D.

DATE	COMMUNITY	PROJECT	GRANT
1975	New Bedford	Street and Sidewalk Imp. (P.W.)	$ 347,000
"	Wareham	Tremont Dam Rest. (P.W.)	400,000
1977	New Bedford	Rehab/Piers 3 and 4 (P.W.)	314,000
"	Wareham	Industrial Park (P.W.)	419,000
1978	North Attleborough	Ind. Park Exp. (P.W.)	1,670,000
1979	Taunton	Roadway/Site Imp. to Industrial Park (P.W.)	1,687,000
"	New Bedford	Industrial Land Dev. (T.A.)	42,000
"	Wareham	Water Mains (P.W.)	615,000
1980	Fall River	State Pier	2,175,000
"	"	Planning (T.A.)	19,000
"	NEAMA	Import Compet. Assistance (T.A.)	169,000
1982	New Bedford/Dartmouth	Extension of Barnet Boulevard in the Industrial Park	592,015
1979-1982	Fall River	Planning (T.A.)	215,025
"	New Bedford	Planning (T.A.)	182,448
TOTAL:			$22,087,488

SOURCES: [1] U.S. Economic Development Administration, 1979 Annual Report; 1980 Annual Report.

[2] U.S. Economic Development Administration, EDA Directory of Approved Projects, March 31, 1978.

P.W. - Public Works

T.A. - Technical Assistance

A.G. - Adjustment Grant

Continued technical assistance to communities and planning investments from EDA to agencies such as SRPEDD have also insured development of cohesive, coordinated strategies for the area and implementation of overall goals. This process -- a minimal investment of over one million in 14 years -- has insured cost effective use of federal funds.

Since 1968 EDA has also invested a little over $10 million to improve the infrastructure of the four cities and provide other necessary facilities. The impact of this investment can be observed in the many revitalization efforts being undertaken in the region's cities.

C. MAJOR INDUSTRIAL AND COMMERCIAL DEVELOPMENT

In 1982 major industrial and commercial expansion in the region was funded for the most part through the industrial revenue bond program as shown on Table 4. In the face of an economic recession, development in the region might have been seriously curtailed if it were not for this program which provides loans to businesses at 70 to 80 percent of the prime rate.

TABLE 4

MAJOR INDUSTRIAL AND COMMERCIAL DEVELOPMENT

1982

LABOR MARKET AREA	BUSINESS CONSTRUCTION/EXPANSION	INVESTMENT	JOBS
Attleboro Area			
• Attleboro	Balfour Acquisition Corp. (jewelry mfg.)	$2,500,000	2,100 saved
	Advance Industries, Inc.	250,000	10
	70 Park Realty	500,000	25
• Mansfield	DiRico Building Trust	2,789,800	NA
	HUB Folding Box Co.	7,000,000	50 created
	Wholesale Paper Warehousing	1,000,000	25 created
	N.E. Controls, Inc.	400,000	NA
• North Attleborough	Rosecraft, Inc. (jewelry mfg.)	325,000	12 created
	Richard W. Thimot Co. (jewelry mfg.)	300,000	30 created
	Omega Properties	2,000,000	100 created
	Artcraft Co., Inc.	100,000	NA
• Plainville	Mini Systems, Inc.	400,000	NA
Area Subtotals:		$17,564,800	2,352 saved or created

TABLE 4 CONT'D

LABOR MARKET AREA	BUSINESS CONSTRUCTION/EXPANSION	INVESTMENT	JOBS
Fall River Area			
• Fall River	R.E. Smith Co. (printing)	$ 600,000	10 created
	Aluchem Corp.	950,000	45 created
	Yates Realty Trust - Yates Rubber	1,300,000	25 created
	Tower Outlet Mall	1,700,000	NA
	Plumbers Supply Co.	500,000	10 created
	Armac Industries	450,000	25 created
	Findley Research	500,000	12 created
	Gold Medal Bakery	4,000,000	100 created
	Richard Tobin/JLN Realty Trust	200,000	NA
Area Subtotals:		$ 10,200,000	227 created
New Bedford Area			
• Lakeville	Steamco, Inc.	4,000,000	30 created
• New Bedford	National Bank of Fairhaven	650,000	5 created
	Exchange Building/Bank of New England	315,000	NA
	Tweave, Inc.	3,135,000	10 created
	Union and County Realty	350,000	20 created
	Aerovox, Inc.	4,053,000	123 created
	Ruel Dental Office	300,000	8 created
	Brittany Dyeing and Printing Corp.	600,000	24 created
	Golden Seafood (fish processing)	500,000	NA
Area Subtotals:		$ 13,553,000	220 created

TABLE 4 CONT'D

LABOR MARKET AREA	BUSINESS CONSTRUCTION/EXPANSION	INVESTMENT	JOBS
Plymouth Area			
• Wareham	Robertson's Auto Salvage	$ 500,000	NA
Area Subtotal:		$ 500,000	
Taunton Area			
• Taunton	G.A.R. Realty Trust (medical offices)	746,751	8 created
	H&L Bloom, Inc.	1,873,000	58 created
	Tower Mfg.	5,000,000	250 created
	Pepsi-Cola Bottling Co.	3,000,000	35 created
	Eagle Drive Trust (retail printing)	600,000	NA
Area Subtotals:		$11,219,751	351 created
REGION TOTAL:		$53,037,551	3,150 saved or created

D. MANPOWER DEVELOPMENT

During 1982 southeastern Massachusetts witnessed increased efforts towards the matching of employment needs and training programs offered. Programs designed to provide vocational education were provided by high schools, vocational technical schools, colleges, and CETA consortiums. A breakdown is given in Table 5 which lists the existing training programs related to primary sector employment or in high demand in southeastern Massachusetts.

The high technology field is one of the fastest growing in the District. In the Taunton-Attleboro-Mansfield area, nearly a quarter of all the factory employees work in high technology firms. However, for high-level jobs such as engineers, institutions of higher education serving southeastern Massachusetts are supplying less than 10 percent of the actual demand. For technologists/technicials, the educational and training institutions of southeastern Massachusetts are supplying only approximately a quarter of the region's needs.

Through the efforts of the Private Industry Councils (PIC's) serving the District, programs have been initiated to deal directly with the training needs of the private sector. Programs started by SEMPIC have included: hi-tech preparation, computer programmers/data entry, assemblers training, jewelry model making, and apring makers. The New Bedford PIC has developed the following programs: insurance clerk training, advanced machine-shop, bank teller training, and the hiring of a high technology consultant. Programs begun by the Fall River PIC include motivational training, development of a lace industry, and workshops on labor management.

Addressing the region's skills training needs has been the role of CETA boards and the Private Industry Councils. Throughout 1982, however, the entire skills training process was in a state of flux waiting for new federal legislation and administrative directives.

E. TRANSPORTATION

In 1982, a number of transportation projects continued to have major impact in the economic development of the District. These include: Interstate 495; the New Bedford-Fairhaven Bridge; the Brightman Street Bridge; and the dredging of Fall River Harbor.

1. INTERSTATE 495

The construction of Interstate 495 has been the most significant transportation project in the District. After nearly six years of construction the highway was

TABLE 5

OCCUPATIONAL TRAINING IN SOUTHEASTERN MASSACHUSETTS

HIGH SCHOOLS

Institutions / Program	Apponequet (Freetown-Lakeville) Reg. Voc.	Attleboro Voc. Tech.	Bristol County Agri-cultural (Dighton)	Bristol-Plym. Reg. Voc. Tech. (Taunton)	Cape Cod Reg. Voc. Tech. (Harwich)	Dighton-Rehoboth Reg. Voc. (Rehoboth)	Greater F.R. (Diman) Reg. Voc. Tech. (Fall River)	Dartmouth	King Philip Reg. Voc. (Wrentham)	Greater New Bedford Reg. Voc. Tech. (New Bedford)	Old Colony Reg. Voc. Tech (Rochester)	Silver Lake Reg. (Kingston)	Southeastern Reg. Voc. Tech. (South Easton)	Upper Cape Reg. Voc. Tech. (Bourne)
AGRICULTURE			X		X							X		
DISTRIBUTIVE EDUCATION	X	X		X	X			X	X			X	X	
HEALTH				X	X								X	
HOME ECONOMICS		X			X			X	X	X	X	X		
OFFICE											X			
TRADES														
Air Conditioning/ Refrigeration					X								X	
Auto Body				X	X			X				X	X	X
Auto Mechanics	X	X		X	X	X	X	X	X	X	X	X	X	X
Carpentry		X		X	X	X	X		X	X	X	X	X	X
Commercial Art/Design		X		X	X	X	X			X			X	
Drafting		X		X		X	X			X	X		X	X
Electricity		X		X	X		X		X	X	X		X	X
Electronics		X		X	X		X			X	X		X	X
Machine Shop	X	X		X		X	X		X	X	X		X	X
Marine					X									
Masonry					X								X	X
Metal Fabrication		X		X			X						X	X
Plumbing					X		X		X				X	X
Quantity Foods		X		X	X		X				X		X	X
Steam Engineering										X				
Welding							X			X	X	X		
Commercial Fishing					X									

SOURCES: 1. Massachusetts Department of Education, 1980
2. New Bedford and Fall River CETA's, 1981

TABLE 5 CONT'D.

Program \ Institution	COLLEGES			POST-SECONDARY				CETA	
	Bristol Community (Fall River)	Cape Cod Community (Barnstable)	Massasoit Community (Brockton)	Bristol-Plymouth Reg. Voc. Tech. (Taunton)	Greater F.R. (Diman) Reg. Voc. Tech. (Fall River)	Southeastern Reg. Voc. Tech. (South Easton)	Upper Cape Reg. Voc. Tech. (Bourne)	New Bedford	Fall River
DISTRIBUTIVE EDUCATION	X	X	X						
HEALTH									
Dental	X	X	X		X	X			
L.P.N.				X	X	X	X		X
Medical Technician	X								X
Mental Health Technician	X								
Nurse's Aide	X	X	X		X			X	X
HOME ECONOMICS	X								
OFFICE									
Bookkeeping/Accounting								X	
Clerical								X	X
Data Processing				X	X	X		X	X
TRADES									
Auto Repair								X	X
Basic Engineering	X	X	X						
Boat Building								X	X
Carpentry								X	
Cooking								X	
Drafting	X							X	X
Electrical Technology	X								
Electronic Technology			X		X	X		X	X
Land Surveying	X								
Machine Trades	X							X	X
Police Science	X	X	X						
Sewing Machine Repair								X	X
Solar Heating								X	
Truck Driver								X	
Welding								X	X

finally completed in late 1982. Interstate 495 passes through Mansfield, Norton, Taunton and Raynham. It is expected to relieve conditions on old state routes and town roads which are presently burdened with commuter and Cape Cod traffic.

The "six-lane" highway is viewed as the key to industrial growth in southeastern Massachusetts. The Taunton area will be linked to the central part of the state and to major highways and centers of activity in eastern Massachusetts.

The full 14 mile connection between Route 25 in Raynham and Interstate 495 in Foxboro has interchanges at Route 140 in Mansfield, Route 123 in Norton, Bay Street and Route 138 in Taunton and at routes 24 and 25 in Raynham and Bridgewater.

The impacts of this new highway will extend beyond those communities bordering it. Attleboro, North Attleborough, Middleborough, Mansfield and other towns north of the District will experience increased commercial, residential and industrial development. In terms of total jobs generated, the greatest immediate impact is expected in Attleboro and Taunton areas where planned industrial facilities are presently in place.

2. NEW BEDFORD-FAIRHAVEN BRIDGE

The process constructing the New Bedford-Fairhaven Bridge was set into motion with the initiation of an environmental impact study in 1980. The bridge construction has received top priority in the District's annual Transportation Improvement Program since then.

A Corridor Planning Study conducted by SRPEDD found that present and projected auto traffic and marine operations will necessitate the replacement of the existing facility. Due to the growth of fish processing activities at New Bedford's North Terminal, and the bridge's antiquated mechanisms, the bridge has become obsolete. The number of bridge openings will increase in the near future. Also, the horizontal clearance must be expanded to 150 feet to accommodate the large vessels unloading at Maritime Terminal.

The wider opening is also expected to enhance the development potential of the north harbor.

At present, the projected date for construction of the new bridge is 1986, at an estimated cost of $30 million.

3. BRIGHTMAN STREET BRIDGE

A project of social and economic importance to Fall River is the replacement of the Brightman Street Bridge. The present structure is of a height and width which is inadequate for full marine utilization of the Taunton River, north of the bridge and is considered a hazard to navigation. Marine traffic consists primarily of fuel delivery to Montaup Electric and Shell Oil terminals. A larger horizontal clearance will allow ship rather than barge deliveries of fuel, which would reduce energy costs to the region.

SRPEDD staff conducted a Corridor Planning Study for this bridge and its environs in 1979-80 and recommended replacement of the present bridge just north of the existing alignment with a multi-lane, 50-foot high movable span with a 150-foot horizontal opening. A contract for an environmental impact study for this project has not yet been finalized.

4. FALL RIVER HARBOR DREDGING

In 1980 the U.S. Army Corps of Engineers received clearance to undertake an environmental impact study on the dredging of Fall River Harbor. This study was completed in 1982. Of particular concern is the disposal of an anticipated 4 million cubic yards of dredged material. This dredging will increase the depth of the waterway from the present 35 foot depth to 40 feet. It will extend for 7.4 miles of the main channel, beyond the Brightman Street Bridge to the north.

F. ENERGY

In 1982 energy continued to provide the basis for a number of encouraging developments. Some of the most prominent are:

1. NEW ENGLAND ENERGY PARK

EG&G announced in February 1980 that it is planning to build an Energy Park in a 3,800 acre site in Fall River designed around a $1.8 billion coal gasification plant. They are now doing a feasibility study under a $4 million federal grant. The availability of energy and chemical feedstocks is expected to stimulate further development in the area. In addition, it will provide an incentive for oil-to-coal conversion by increasing the facilities for handling coal.

The District was directly involved in providing staff support and technical assistance to the citizens advisory committee for the environmental impact report for the park. Recently, however, the $1.8 billion coal gasification facility to be located on a 3,800-acre site in Fall River was shelved by EG&G. In the face of decreasing oil prices and lack of a major buyer for the electricity to be produced, EG&G announced the shelving of the project. The company is still looking into the feasibility of a smaller facility.

2. NEESPLAN

The New England Electrical System adopted a comprehensive energy plan which includes conservation, load management and the conversion of the Brayton Point Power Station, New England's largest, from oil to coal.

3. WASTE HEAT UTILIZATION

A study to utilize power plant waste heat for groups of residences in Ocean Grove, Swansea, a low-income neighborhood, was funded by the Department of Energy. The District prepared the application for the study. If feasible it will not only save oil but provide work for local contractors.

the district's economy

A. INTRODUCTION

1. THE BROADER PICTURE

Although the nation as a whole has been in the throes of a recession, New England has been able to weather the storm quite well. This region of the country has maintained an economic edge because it has readjusted its industrial focus. This "reindustrialization" is a result of investment in new industries, diversification, and increased emphasis on non-manufacturing growth.

From 1967 to 1974 New England lost 6.2 percent of its manufacturing jobs while the rest of the nation gained an average 24 percent. For several decades industry moved to the south or suffered at the hands of foreign competition. The results were unemployed workers, vacant mill buildings, and deteriorating urban areas. The cities of Southeastern Massachusetts are typical examples of places which have been hurt by industrial disinvestment and relocation.

Figures for 1982 show New England's relative superiority at putting its labor force to work. New England unemployment was 7.8 percent and Massachusetts was 8.0 percent while the national average was 9.6 percent.

It appears that factors such as the lack of natural resources and poor geographical location are becoming less important liabilities to New England. The region's economic activity is turning more and more to durable goods with very high value-to-weight ratios and export-oriented services in which the area has a distinct comparative advantage.

New England manufacturing is becoming increasingly specialized in the production of capital goods such as computers, instruments, control devices, aircraft parts and defense equipment. Consumer goods such as apparel, textiles, and shoes however have experienced significant reductions in growth. The high technology industries are currently leading this new growth in production.

The growth of the newer industries and services in this part of the country in recent years is an indication of the role of small business in creating jobs. Many of the products produced in New England today did not exist 20 years ago. A large proportion of these products were developed by small firms. Studies indicate that two-thirds of all jobs are created by firms with 20 or less employees. Furthermore, about 80 percent of jobs are created by companies that are four years old or less. Thus, the ability of young, small businesses to start and expand is a key to economic opportunity.

Today, almost 40 percent of the Massachusetts economy employs workers in industries with prospects of rapid growth in the 1980's. Because most Massachusetts industries are labor intensive rather than capital intensive, companies are less affected by the lack of equity and debt capital which is forecasted. Computer manufacturing is a good example of a labor intensive industry.

Several reasons can be advanced to explain Massachusetts' potential for continued growth: 1) the recent national recession is concentrated in the automobile, primary metals, and construction industries. The State has a less than average share of these industries; 2) industry groups which represent a large proportion of the Commonwealth's employment, such as durable goods, have not been severely affected by the recession; 3) the most important manufacturing industries use a relatively small amount of energy per dollar of value added; and 4) because of slow labor force growth, upward pressure on the unemployment rate is reduced.

Currently, the high technology sector is booming. Despite a statewide decrease in manufacturing jobs, the high tech industry has continued to register gains.

Southeastern Massachusetts, which registered an unemployment rate of 11.0 percent in 1982, has not yet benefited substantially by the influx of high technology firms. The northwestern part of the District has seen most of the region's growth in this industry. The Fall River and New Bedford areas rely heavily on the textile and apparel industries which have been hurt by recessionary trends. This accounts for the overall poor performance of the District economy in 1982.

Southeastern Massachusetts, however, is beginning to diversify its industrial base. The area is reinvesting in rapid growth industries and export-oriented services. Because these industries and services are usually labor intensive, the potential for growth is strong where there is an ample supply of labor. Moreover, this reinvestment will serve to bring much of the resident labor force back into the region.

With the Route 28 "belt" becoming saturated from labor competition, the Route 495 "belt" is perceived as increasingly attractive. The future of communities in the Route 495 "belt" looks bright in terms of industrial development and office market potential. Industrial parks in Mansfield, North Attleborough and Taunton have already begun experiencing an inflow of high technology firms. Future growth is expected in industrial areas in Attleboro, Fall River, New Bedford and Wareham as well.

In order for southeastern Massachusetts to follow the steps of the State and New England, it must become aggressive in its approach to attract high technology and other growing industries. It is also important that the region maintain its manufacturing base, which represents almost half of all its jobs. Retention of existing industries like apparel, textiles, and jewelry and retraining to suit the needs of new companies will help stabilize the area's economy.

2. 1982 IN PERSPECTIVE

The overall economic picture presented in this section is a reflection of the national downturn which existed during most of the year. Gains that were made over the last few years were partially lost. The District faced the highest unemployment rate since the recession of 1974 and 1975.

Table 6 shows the employment picture for the District in 1982. In comparison to 1980 the District's labor force and employment increased in 1982, but so did unemployment and to a substantial degree.

Evidence of suburban movement can be found throughout the District. This is occurring in the fact of central business district revitalization. The continued development of shopping centers along major highways could prove a serious detriment to downtown renewal efforts. The increased costs of infrastructure for large scale investments like shopping malls, however, may be prohibitive in the future.

Although still severely impacted by recessions the District is ready for development and has many attributes which make it attractive for business and industry. Some of these attributes include:

- Strategic location close to major centers of employment, education, health, culture and recreation;
- An unparalleled quality of life combining rural living, a New England heritage, and a meandering coastline with excellent beaches and sailing harbors;
- Rapidly growing population and labor force;
- Relatively inexpensive labor;

- Abundant water resources;
- Extensive infrastructure in the major cities;
- Vigorous development of local energy sources, including coal, to assure stable energy supplies;
- Availability of prime industrial and commercial land and buildings;
- Major deep water port facilities in Fall River and New Bedford;
- Planned industrial parks; and
- A Foreign Trade Zone.

TABLE 6

EMPLOYMENT AND UNEMPLOYMENT
ANNUAL UNADJUSTED AVERAGES
1980 AND 1982

	LABOR FORCE		EMPLOYMENT		UNEMPLOYMENT		RATE	
LMA	1980	1982	1980	1982	1980	1982	1980	1982
*Fall River	70,069	68,640	64,515	60,507	5,551	8,133	7.9	11.8
Dighton	2,350	2,658	2,175	2,364	175	294	7.5	11.1
Fall River	48,179	42,098	44,062	36,669	4,117	5,429	8.6	12.9
Somerset	8,924	9,632	8,314	8,703	610	929	6.8	9.6
Swansea	5,944	7,588	5,664	6,893	280	695	4.7	9.2
Westport	4,672	6,664	4,303	5,878	369	786	7.9	11.8
New Bedford	79,312	86,402	72,781	75,651	6,531	10,753	8.2	12.4
Acushnet	3,916	4,722	3,600	4,315	316	407	8.1	8.6
Dartmouth	9,340	12,477	8,700	11,267	640	1,210	6.9	9.7
Fairhaven	7,924	7,787	7,331	6,964	593	823	7.5	10.6
Freetown	1,952	3,626	1,762	3,260	190	368	9.7	10.1
Lakeville	1,984	2,915	1,807	2,632	177	283	8.9	9.7
Marion	1,440	1,966	1,335	1,674	105	292	7.3	14.9
Mattapoisett	2,053	2,979	1,921	2,680	132	299	6.4	10.0
New Bedford	49,740	48,377	45,441	41,448	4,299	6,929	8.6	14.3
Rochester	963	1,553	884	1,411	79	142	8.2	9.1
Plymouth	20,531	37,660	18,888	34,196	1,643	3,464	8.0	9.2
Carver	1,788	3,154	1,551	2,889	237	265	13.3	8.4
Middleborough	9,972	7,966	9,355	7,225	617	741	6.2	9.3
Plymouth	893	17,378	835	15,925	58	1,453	6.5	8.4
Plympton		1,000		922		78		7.8
Wareham	7,878	8,162	7,147	7,235	731	927	9.3	11.4
Taunton	25,731	26,196	23,748	23,174	1,983	3,022	7.7	11.5
Berkley	1,002	1,246	926	1,099	76	147	7.6	11.8
Raynham	3,353	4,238	3,140	3,846	213	392	6.3	9.2
Taunton	21,376	20,712	19,682	18,229	1,694	2,483	7.9	12.0
Providence/Warwick/ Pawtucket	42,527	49,198	40,084	44,773	2,443	4,425	5.7	9.0
Attleboro	17,120	18,100	16,151	16,501	969	1,599	5.7	8.8
N. Attleborough	9,898	11,032	9,197	10,122	701	910	7.1	8.2
Norton	4,674	6,703	4,473	6,045	201	658	4.3	9.8
Plainville	2,235	3,064	2,128	2,804	107	260	4.8	8.5
Rehoboth	3,062	3,836	2,819	3,475	243	361	7.9	9.4
Seekonk	5,538	6,463	5,316	5,826	222	637	4.0	9.9
Mansfield	4,969	5,337	4,716	4,964	253	373	5.1	7.0
District Total	243,139	261,392	224,735	227,340	18,404	28,721	7.6	11.0
Massachusetts								8.0
New England								7.8
U.S.A.								9.5

SOURCE: Mass. Div. of Employment Security. Employment and Unemployment: Cities and Towns, Jan.-Dec., 1979 and Jan.-Dec., 1980.

*The Fall River LMA data does not include Tiverton and Little Compton in Rhode Island. The Providence/Warwick/Pawtucket LMA data does not include the Rhode Island portion of the LMA.

LMA = Labor Market Area

economic development centers

When Congress passed the Public Works and Economic Development Act of 1965, it envisioned economic development centers or growth centers as nuclei from which all economic activity would emanate. Growth centers became the anchors on which economic development districts would depend on to alleviate the economic distress of their redevelopment areas.

The District's growth centers are the cities of Fall River, New Bedford and Taunton. These centers are characterized by population concentrations. They maintain a level of economic activity which generates jobs for people in nearby towns and they provide to a large extent the necessary social and governmental services.

In 1982 the City of Fall River experienced a substantial setback in its unemployment figures. The number of unemployed persons in the labor force increased from 8.6 percent in 1980 to 12.9 percent in 1982. The number of employed persons dropped by 7,393. The city as a whole provided proportionally fewer jobs to a decreased labor force.

The City of New Bedford also showed a worsening of its employment situation. The percentage of unemployed persons in the labor force increased from 8.6 percent in 1980 to 14.3 percent in 1982. The number of employed people decreased by 3,993. The City of Taunton experienced a jump in the unemployment rate from 7.9 percent in 1980 to 12.0 percent in 1982. Employment in the city for this period dropped by 1,453.

The cities of Fall River and New Bedford continued to depend on the apparel and related products, and textile industries for the majority of the manufacturing jobs. For the three growth centers most of the employment growth since 1967 has occurred in the service sector.

Although the population of southeastern Massachusetts is expected to grow at a higher rate than the rest of the state in coming years, the majority of the growth is expected to occur in smaller urban municipalities and rural communities which serve as "bedroom communities" for Boston and Providence. The only growth center in the District expected to show an increase in population from 1975 to 2000 is the City of Taunton (a 4.2 percent increase). Fall River is expected to register a decline of 3.9 percent and New Bedford 4.5 percent.

The three cities need to expand manufacturing sector opportunities. The cities of Fall River and New Bedford, especially, depend heavily on restricted growth industries. They need to provide the kind of climate that will help revitalize these industries and help them expand. This effort should be coupled with continued recruitment of high technology and other growth industries to broaden the industrial base.

In the recent past, the three cities have committed large amounts of federal and private funds to revitalize their central business districts and improve their infrastructures. These efforts may result in more substantial increases in wholesale/retail trade employment and also in other employment sectors, and may have a positive impact on the economy of their respective redevelopment areas. In light of these efforts, and the state and federal urban growth policies, the three growth centers may still fulfill their purpose. Much of the economic situation experienced by the three cities has been due to trends also taking place at the state and national level: cutbacks in many federal programs; the recent recession; the recession of 1974 and 1975; double digit inflation; declining manufacturing sector; and costly energy supplies.

Economic activity, however, is not restricted to growth centers. The District has a number of older urban communities which have experienced substantial growth in the recent past. Of the four cities in the District, the City of Attleboro has the strongest economy. The city relies heavily on the metal products industry and boasts a large high technology firm, Texas Instruments, which employs approximately 5,000 people. In 1982 the city's unemployment rate was 8.5 percent. Attleboro provides almost twice as many jobs as the growth center of Taunton. Attleboro is also expected to show a population increase of 16.3 percent by the year 2000. The city, however, is part of the Providence/Pawtucket Redevelopment Area and as such is oriented toward a larger nucleus, the City of Providence.

Another urban municipality providing substantial employment is North Attleborough. The North Attleborough Industrial Park, funded with EDA money, provides over 1,000 jobs and is still growing. Mansfield has also been growing substantially with the development of its Cabot, Cabot & Forbes Industrial Center.

potential for economic development

A. ANALYSIS OF POTENTIALS

The District has a number of characterestrics which offer great potential for economic development. To reiterate, some of these characteristics include:

- Land - plentiful and fairly inexpensive;
- Water - abundant in comparison with the rest of the state and nation;
- Transportation - network offering excellent accessibility to all areas of the District and major areas such as Boston, Providence and Cape Cod - The area also boasts two major seaports, one in the City of Fall River and another in the City of New Bedford;
- Labor Force - a versatile labor force combining several elements: fairly inexpensive labor; highly skilled labor; and highly educated professionals;
- Infrastructure - established urban areas with available land, building space and other amenities for industrial and commercial development; and
- Energy - vigorous development of local energy sources like hydropower and the development of Fall River as a major coal importing port to provide a secure energy basis for the region;
- Foreign Trade Zone - a designated zone in the City of New Bedford.

One of the District's best characteristics is its abundant labor force. As analyzed in the section on the economy there are many unemployed members of the labor force. At the same time that this factor provides an opportunity, it also implies the need for more long-term employment and training programs for those minorities who are unemployed and have low income.

Although centers of education such as Boston and Providence have spawned high technology industries, there is indication that the high technology industry is willing to locate in the District and draw upon the available labor pool. At the same time, with energy becoming more expensive and scarce, members of the labor force will prefer to work closer to home. More effort, however, needs to be put into making the region's attributes known to industry.

At the local level there are a number of EDA projects which offer great potential for industrial development and the overall diversification needed by the District. Some of these projects include: the Myles Standish Industrial Park in Taunton on the periphery of Interstate 495; the Airport Industrial Park in Fall River; the New Bedford Industrial Park; the North Attleborough Park; and the Wareham Industrial Park. The Foreign Trade Zone in New Bedford is a project which also offers much potential. To date, this foreign trade zone has not been developed. Because it is a general purpose zone, it is expected that it will take longer to be developed. The expansion of New Bedford's docking facilities and eventual replacement of the New Bedford-Fairhaven Bridge should spur more interest in the zone in the near future.

Designation as a foreign trade zone means that the area is under U.S. Customs supervision and may receive foreign merchandise without the usual immediate customs entry. Products, materials and components may be exhibited, stored, assembled, or used in manufacture within the zone. Duties do not have to be paid unless and until the goods or their finished products enter the U.S. Customs territory from the zone.

The District will continue to assist in the development of all economic development related projects offering good potential. Other local projects which the District has been involved in to varying degrees include urban revitalization efforts.

In the area of industrial development, export marketing offers an opportunity for those companies wishing to expand their markets. Any business of 25 employees or more may take advantage of export marketing. Presently, the U.S. Department of Commerce through its area representative provides the information and assistance required in the technicalities of export marketing.

A regional project which will have major impact on the District and will provide great potential for commercial and industrial development is the completion of Interstate 495. Another area of good potential is energy development. These projects are discussed in greater detail in section three.

Agriculture, fishing and tourism also offer great potential for the District. Cranberry farming, scalloping and tourism in general have been growing in the area and are expected to continue growing. Ongoing historical preservation and other urban revitalization efforts should have a direct beneficial impact on tourism.

A new area of potential is the creation of jobs by growing small businesses already located in the region. The District has many small businesses which could become the giants of tomorrow in the high technology field and other growth areas. By creating the South Eastern Economic Development (SEED) Corporation the District has provided a financing mechanism to assist these businesses to grow.

B. CONSTRAINTS

Some of the District's worst constraints are somewhat beyond local or regional control but follow state and national trends. They include the higher costs of doing business in this part of the nation; generally higher tax rates and insurance premiums; costly and less available energy supplies; and high shipping costs due to distance from growing market areas.

More specific District constraints include:

- Manufacturing -- a declining manufacturing sector and increased reliance on service and trade jobs that do not pay as well;
- "Restricted Growth" Industries -- not enough focus on revitalizing "restricted growth" or declining industries such as apparel and related products, and textiles; and
- Manpower Training Programs -- the need to better direct existing manpower programs and create other needed programs. While the District has a large pool of unemployed labor, existing training programs in general have not been able to match most of the unemployed in the region with available jobs. Furthermore, most of the structurally unemployed (ppor and minorities) have been hardly affected by available programs. The area's Private Industry Councils and CETA programs have begun to address this problem and some programs have been successful. More outreach efforts and liaison with industries, however, needs to be conducted to address the stubborn problem of the structurally unemployed.

A constraint which affects all Massachusetts communities is "Proposition 2½." The lack of additional town revenues generated by new development of property is seen as a strong anti-growth effect of the statute. The proposition limits the tax levy to a 2.5 percent increase from each previous year. Therefore, an increase in the tax base produced by a new development will be absorbed into the general levy and the tax rate. The result is that a town will have to share existing services with the new development, because no additional revenues will be generated for the community. Otherwise, additional tax revenues would be used to provide roads and infrastructure for new developments. There is a need for corrective legislation to prevent the potential loss of industrial projects to other states.

Another constraint which is national in nature is the proposed "Reagan Budget" which has cut EDA programs and other urban revitalization programs. Without these incentives the promise of an economic revitalization for southeastern Massachusetts may never come.

EDA has provided grants which have prepared most of the industrial parks in the region. These parks have been very successful. EDA in effect has provided the seed money for industrial growth and jobs. Three of the region's parks are still looking to EDA for additional assistance to develop more space to attract growth industries. It is unlikely that the District's oldest cities will be able to finance these investments alone.

strategy
and
implementation

A. PROGRAM AND PROJECT SELECTION

The existing economic development goal and objectives for the District were adopted September 24, 1980 by the SRPEDD Commission. They provide guidance for the District's work program and project selection process. They are:

GOAL

ECONOMY: Stable and keeping pace with the moderate overall growth to provide full employment; utilization and development of job skills; increase incomes to at least the Massachusetts average.

OBJECTIVES

1. Encourage and seek EDA and other funding for improvements, expansion, and diversification of existing industries in the region. Help industries reduce the cost of meeting the new environmental protection regulations.

2. Encourage the location in the region of new industries which have employment requirements responding to existing and potential job skills available here and which will not impose undue burden on economic and environmental resources of the host community, i.e. will not require the installation and operation of new expensive municipal services and facilities.

3. Make known (through local industrial development commissions where appropriate) the locational benefits of the region, such as the relatively plentiful and inexpensive labor, land and water; the coastal location; and the good transportation network.

4. Provide assistance to industrial development commissions, community development corporations and local development corporations on the legal and financial tools available to them to facilitate industrial development.

In February 1981, the Economic Development Committee also adopted a set of criteria for ranking projects submitted by municipalities and non-profit groups in the District. Table 7 outlines the criteria. This year seven new projects were ranked under this criteria. The final ranking of projects (updated list) includes projects previously on the list and new projects. Projects no longer feasible were taken off the list.

B. PROGRAM CONSIDERATIONS AND COURSE OF ACTION

Table 8 outlines the District's proposed program. It is a listing of projects which are of high priority for the region in its economic development strategy. Table 9 lists all projects in priority order as recommended by the Economic Development Committee and adopted by the District Commission in March, 1983.

TABLE 7

EDA PROJECT RANKING CRITERIA

CRITERIA	POINTS					
	5	4	3	2	1	0
1. Geographical Benefit - What area does the project impact?	Entire SRPEDD Region	Labor Market Area (LMA) only	City- or Town-wide	Neighborhood	Negligible	No Benefit
2a. Permanent job retention/ creation	Over 1,000	500-999	200-499	20-199	0-19	None
2b. Temporary or Spinoff jobs	Over 500	200-499	50-199	20-49	0-19	None
3. EDA Cost Per Permanent Job Created/ Retained	Less than $1,000/job	$1,001-2,500/job	$2,501-5,000/job	$5,001-10,000/job	$10,001-20,000/job	Over $20,000/ job
4. Local Unemployment Rate	Over 12%	10-11.9%	7-9.9%	5-6.9%	3-4.9%	Under 3%
5. Private Investment Generated	500% or More of Grant Amount	300-499% of Grant Amount	100-299% of Grant Amount	50-99% of Grant Amount	0-49% of Grant Amount	No Private Investment
6. Status of Project	EDA has requested final application	Pre-App. Requested by EDA	Profile Requested by EDA	Feasibility Study Completed	Ranked by SRPEDD in 1980	Thinking Stage
7. Energy Development	Maximum Production/ Conservation					Maximum Consumption
8. Promotion of Agriculture, Fishing or Tourism	Maximum Beneficial Impact					Adverse Impact
9. Manpower Training Opportunities	Initiates Innovative Program					Imports Labor from Outside
10. Need for Project						

TABLE 7 (CONT'D.)

EDA PROJECT RANKING CRITERIA

BONUS CRITERIA	2	0
1. Growth Center	Project is located in a Growth Center (New Bedford, Fall River Taunton)	Project is not Located in a Growth Center
2. Downtown/Urban Revitalization	Project Directly Supports Downtown/Urban Revitalization	Project Does Not Directly Support Downtown/Urban Revitalization
3. Benefits Environment	Project Directly Benefits the Environment	Project Does Not Directly Benefit the Environment
4. Cooperative Venture	Project Involves more Than One Community	Project Does Not Involve More Than One Community
5. Minority Enterprise	Project is a Minority Enterprise	Project Is Not A Minority Enterprise

TABLE 8

HIGH PRIORITY PROJECTS FOR 1982-1983

PROPOSED PROJECTS		RELATED GOALS*		FUNDING					INITIATION COMPLETION DATE	AGENCIES RESPONSIBLE	ENVIR. IMPACT (IF ANY)	NO. OF JOBS CREATED
				SOURCES AND AMOUNTS				ESTIMATED TOTAL COST				
LOCAL PRIORITY	DESCRIPTION & LOCATION	NO.	PRIORITY	FEDERAL	STATE	LOCAL	OTHER					
1	Fall River - Airport I.P.	1, 3	1	60%		40%		$ 1.928M	84-85	Greater F.R. Dev. Corp.	--	1,350
1	Taunton - Myles Standish I.P., Barnet Blvd.	1, 3	2	50%		50%		450,000	84-85	Taunton Dev. Corp.	--	2,000
2	Taunton - Myles Standish I.P., Phase 2	1, 3	3	50%		50%		1.1M	84-85	Taunton Dev. Corp.	--	2,000
3	Taunton - Myles Standish I.P. Blvd.	1, 3	4	50%		50%		500,000	84-85	Taunton Dev. Corp.	--	2,000
1	Attleboro - County St. Water Line	1, 3	5	50%		50%		220,000	84-85	City of Attleboro	--	2,800
2	Fall River - Durfee Business Ctr.		6	60%		40%		2.25M	84-85	City of Fall River	--	450
1	Middleborough - Sewer Line		7	50%		50%		550,000	84-85	Town of Middleborough	--	1,000
1	No. Attleborough I.P. Road		8	50%		50%		120,000	1984	No. Attleborough Ind. Dev. Corp.	--	300

TABLE 8

HIGH PRIORITY PROJECTS FOR 1982-1983

PROPOSED PROJECTS LOCAL PRIORITY	PROPOSED PROJECTS DESCRIPTION & LOCATION	RELATED GOALS* NO.	RELATED GOALS* PRIORITY	FUNDING SOURCES AND AMOUNTS FEDERAL	FUNDING SOURCES AND AMOUNTS STATE	FUNDING SOURCES AND AMOUNTS LOCAL	FUNDING SOURCES AND AMOUNTS OTHER	ESTIMATED TOTAL COST	INITIATION COMPLETION DATE	AGENCIES RESPONSIBLE	ENVIR. IMPACT (IF ANY)	NO. OF JOBS CREATED
1	Wareham - Sewer to Inn Site	1, 3	9	60%		40%		$ 970,000	84-85	Town of Wareham	--	275
2	Wareham - Onset Pier	3	10	60%		40%		300,000	84-85	Town of Wareham	--	75
1	Norton - Infrastructure	1, 3	11	60%	15%	25%		102,000	84-85	Town of Norton	--	650
1	New Bedford- No. Terminal	1, 3	12	60%		40%		4.4M	84-85	City of N. Bedford	--	250
2	No. Attleborough - Sewer Lines	1, 3	12	60%		40%		1.096M	84-85	Town of North Attleborough	--	1,400
3	Wareham - I.P., Phase 2	1, 3	14	60%		40%		500,000	84-85	Town of Wareham	--	1,000
1	Mansfield - I.P. Sewer	1, 3	15	50%	40%	10%		1.5M	84-85	Town of Mansfield	--	1,000
4	Wareham - I.P. Sewer	1, 3	16	60%		40%		2M	84-85	Town of Wareham	--	2,000
1	Dartmouth - Faunce Corner		17	60%		40%		775,000	84-85	Town of Dartmouth	--	600
5	Wareham - Commercial Sewer	3, 4	18	60%		40%		7.2M	84-85	Town of Wareham	--	2,000

TABLE 8

HIGH PRIORITY PROJECTS FOR 1982-1983

PROPOSED PROJECTS		RELATED GOALS*		FUNDING								
				SOURCES AND AMOUNTS								
LOCAL PRIORITY	DESCRIPTION & LOCATION	NO.	PRIORITY	FEDERAL	STATE	LOCAL	OTHER	ESTIMATED TOTAL COST	INITIATION COMPLETION DATE	AGENCIES RESPONSIBLE	ENVIR. IMPACT (IF ANY)	NO. OF JOBS CREATED
1	Seekonk - Commercial Road	1, 3	19	60%		40%		$ 1.8M	84-85	Town of Seekonk	--	1,000
2	Attleboro - I.P.	1, 3	20	60%		40%		200,000	84-85	City of Attleboro	--	400
1	Mattapoisett - Wharf Imp.	1, 3	21	60%	10%	30%		500,000	84-85	Town of Mattap.	--	50
1	Westport - Harbor Dredging	1, 3	22	60%		40%		100,000	84-85	Town of Westport	--	60

I.P. = Industrial Park

N.A. = Not Available

* = Refers to goals applicable to District projects. These goals were initially established in the 1969 First Stage OEDP and later refined in the 1972 Second Stage OEDP.

TABLE 9

HIGH PRIORITY PROJECTS 1983-1984

	PROJECTS	PTS.
1.	Fall River -- Airport Industrial Park Improvements	43.0
*2.	Taunton -- Myles Standish Industrial Park -- Bassett Street	42.4
*3.	Taunton -- Myles Standish Industrial Park -- Phase IV	41.6
4.	Taunton -- Myles Standish Boulevard	40.6
5.	Attleboro -- County Street Water Line	37.9
*6.	Fall River -- Durfee Business Center	37.8
*7.	Middleborough -- Sewer to Rotary	37.4
*8.	North Attleborough -- Industrial Park Extension	36.2
9.	Wareham -- Sewer to Inn/Conference Center	36.1
10.	Wareham -- Onset Pier	35.0
11.	Norton -- Infrastructure Improvements	34.9
*12.	(tie) New Bedford -- North Terminal	34.4
12.	(tie) North Attleborough -- Sewer Lines	34.4
*14.	Wareham Industrial Park -- Phase 2	34.2
15.	Mansfield -- Sewer Industrial Park	34.0
16.	Wareham -- Sewer to Industrial Park	33.9
*17.	Dartmouth -- Faunce Corner	33.4
18.	Wareham -- Sewer Commercial Area	32.3
19.	Seekonk -- Commercial Area Road	31.9
20.	Attleboro -- Industrial Park - 3	31.0
21.	Mattapoisett -- Wharf Improvements	29.1
22.	Westport -- Harbor Dredging	28.4

*New or significantly revised in 1983.

C. PLAN FOR IMPLEMENTATION

1. DISTRICT STRATEGY

a. Rationale

The overall purpose of the Public Works and Economic Development Act of 1965, as amended is...

> *To provide grants for public works and development facilities, other financial assistance and the planning and coordination needed to alleviate conditions of substantial and persistent unemployment and underemployment in economically distressed areas and regions.*

The District program is funded under this legislation. Since its establishment in 1969, the District has developed projects and conducted other economic activities with EDA assistance in the struggle to improve the economic viability of southeastern Massachusetts.

The recession years of 1974 and 1975 dealt a blow to many of the District's efforts. The unemployment rate in the District hit 13 percent. Some of the more depressed municipalities faced 20 percent and higher unemployment rates. Manufacturing was on the decline and private investment had dwindled.

A review of recent economic trends shows that the economic situation in the District has improved since 1974-1975. Although the District's unemployment rate for 1982 was 11.0 percent, signs of private investment are all around and interest in the region by major developers is being registered.

Southeastern Massachusetts still trails behind the state, New England and the nation. New England and Massachusetts, particularly, are humming with economic vitality, due mostly to the high technology industry -- the computer industry.

Last year in Massachusetts, jobs in the high technology sector represented close to 40 percent of total manufacturing jobs. The District, however, has not yet benefited substantially by the boom of the high technology industry. Although the northwest part of the region has registered growth in the industry, the rest of the region has not benefited directly from its proximity to the "Route 128 belt," the circumferential belt around Boston which is home to the high technology industry in Massachusetts.

In the Fall River and New Bedford areas there is a high reliance on the apparel and textiles industries. Historically these industries have not done well in recessionary times. In fact these industries have been and continue to be negatively impacted by foreign imports.

In the Attleboro Area the jewelry industry faces the same plight as the apparel and textile industries. The area, however, has a more diversified industrial base than the Fall River or New Bedford areas.

Southeastern Massachusetts, however, is beginning to diversify its industrial base. The area is reinvesting in rapid growth industries and export-oriented services.

With the Route 128 "belt" becoming saturated from labor competition, the Route 495 "belt" in the region is perceived as increasingly attractive. The future of communities in the Route 495 "belt" looks bright in terms of industrial development and office market potential. Industrial parks in Mansfield, North Attleborough and Taunton have already begun experiencing an inflow of high technology firms. Future growth is expected in industrial areas in Attleboro, Fall River, New Bedford and Wareham as well.

In order for southeastern Massachusetts to follow in the steps of the state and New England, however, it must become aggressive in its approach to attract high technology and other growing industries. Conversely, it is important that the region maintain existing industries like apparel, textiles and jewelry, which represent almost half of all manufacturing jobs.

To put it simply, the District's major goal is to create jobs and revitalize the region's economy. Its strategy as alluded to in the preceding discussion is to pursue a double pronged approach.

- Provide opportunities and create a favorable climate for existing businesses to expand; and
- Attract new growth industries which will help diversify the economic base of the region.

The strategy is based on the reality of economic development -- that the majority of business expansions come from existing businesses. The District, therefore, needs to revitalize its more mature industries -- apparel, textiles and jewelry; and help its small growth industries to expand.

On the other hand, the District also needs to diversify its economic base since its older industries are extremely susceptible to recessionary trends. So far the District has not benefited substantially by the growth of high technology industries and other growing industries located close-by in Massachusetts. It is not far fetched to believe, however, that if southeastern Massachusetts can offer the incentives which growing industries seek, they will locate and expand in the area.

Energy has remained a major influence on the strategy. The District has played an active role in the development of alternative energy sources and energy-related businesses.

b. Project Implementation

The District's strategy is being implemented through the development of high priority projects listed in the OEDP. These projects for the most part consist of providing opportunities for existing industries to expand and preparing the infrastructure and other amenities necessary to attract new industry.

Energy conservation has been a major consideration in the selection and ranking of OEDP projects. The District has also been working on major energy projects in the region (see section three).

In the cities of Fall River and New Bedford, especially, prepared industrial space is needed and the District has worked with the cities to expand their industrial parks. These projects will provide prepared industrial space for existing industries to expand and for new industries coming into the region.

The District will continue to develop projects which meet its strategy. As projects are approved and funded by EDA, the District will continue to work with those involved to insure timely completion and accomplishment of stated objectives. The District will provide the technical assistance needed to maximize the economic benefits gained by EDA investments.

The District will particularly focus on those projects where institutional capacity is limited. One example of this effort is a project for the Town of Swansea. The town is seeking funding from the state to develop an economic development plan for the Ocean Grove area, an economically depressed neighborhood. The District has worked with a community group in the area, Friends of the Bluffs, and prepared several applications for funds.

In addition to the economic development plan, the District has assisted Friends of the Bluffs to prepare a proposal for a study of district heating with wastewater from the Brayton Point power plant. The District has also devoted considerable effort to the New England Energy Park project of EG&G, Inc. in Fall River, and the SEMASS Waste-to-Energy project of Energy Answers Corp. in Rochester. Both were expected to produce significant sources of energy and their plans included the development of other energy-related or energy-dependent industries as part of their complexes.

2. TASKS AND PROPOSED ACTIVITIES

a. Coordination/Outreach

The focus of all project development and coordination/outreach activities conducted by the District is the development of projects which will benefit the economic climate of the region and implement the District's strategy. This task will account for 65 percent of the total work effort.

1) OEDP Priority Projects -- The District will continue to work on those projects listed in the OEDP to insure that the proper steps are taken and that the coordination necessary for implementation is conducted. Energy projects will also be given major attention (see section three).

2) Community Development Corporations -- These corporations or CDC's are important tools in a community's development process -- especially in terms of organizing special groups including minorities and low-income people. In Massachusetts CDC's are eligible for state funds. At the federal level CDC's have also been eligible for EDA and Community Services Administration (CSA) funds. The District will provide technical assistance to the CDC's in the region, as necessary. In the past the District has assisted in the establishment of CDC's in more rural communities such as Swansea. These groups could be especially useful as cooperatives for agriculture, fishing or aquaculture ventures.

3) South Eastern Economic Development (SEED) Corporation -- The District will continue to staff SEED and prepare applications to assist small businesses in the region to expand and create jobs with financing from SBA's "503 Program."

4) Ongoing Activities -- Ongoing coordination activities will include meetings with and/or membership in the following groups: industrial development commissions; chambers of commerce; economic development staffs in New Bedford, Fall River, Attleboro, Taunton and Wareham; private industry councils for New Bedford, Fall River, and the Southeastern Massachusetts area; Bristol County Development Council; Plymouth County Development Council; College of Business and Industry, Southeastern Massachusetts University; Center for Economic Development, University of Massachusetts; Massachusetts Economic Development Group; and the Massachusetts Economic Development Council. Ongoing coordination with the Economic Development Representative for EDA and with state agencies involved in economic development activities will also continue.

5) Workshops -- Co-sponsor with the chambers and other economic development agencies in southeastern Massachusetts workshops as necessary. The purpose of the workshops will be to inform local officials and others involved in economic development about new programs and timely issues.

Whenever possible the District will get involved in more general coordination/outreach activities which will lead to project development. The District staff will attend workshops and conferences aimed at industrial development commissions, chambers of commerce, local officials and others involved in economic development. The District will set up displays and provide handouts in order to familiarize workshop and conference attendees with the District's economic development activities and EDA programs.

b. Reports

The District will prepare those reports required by EDA as part of the planning grant agreement and also conduct studies, as noted below. This task will account for 25 percent of the total work effort.

1) Overall Economic Development Program -- Prepare the annual progress report of the OEDP to maintain EDA eligibility as a District. As part of the OEDP, maintain a current analysis of economic trends and developments; and prepare a strategy to meet economic needs and concerns. The strategy consists of two aspects: a staff work program focusing on activities which will meet identified needs; and development of projects to improve the economic needs identified in the OEDP. Involve as many parties affected by the OEDP as possible in the process of developing the progress report.

The OEDP should be a dynamic process leading to the improvement of the economic climate of the entire region.

2) Semi-Annual Reports -- Prepare two semi-annual reports to keep EDA abreast of ongoing activities and progress.

3) Fact Book -- Update demographic data in the fact book as 1980 census figures are finalized and revise industrial and commercial survey data according to new development. Preparation of the fact book was funded under the fiscal year 1980 grant. The purpose of the fact book is to provide developers with an overview of the region and its assets for economic development. The fact book, in effect, enables developers to focus in on specific communities which meet their needs. It provides detailed economic development information which is currently unavailable through other sources.

4) Newsletter -- Continue to prepare an economic development section to the District newsletter. The purpose of the section is to keep industrial development commissions, chambers of commerce, local officials and others involved in economic development informed about the District's EDA program and current economic development activities.

5) Annual Report -- Prepare an annual report for the District to inform member cities and towns of District activities for the previous year.

6) Fact Sheets -- Develop fact sheets and brochures on various issues and new programs as necessary to inform local communities.

c. Administration

Under administration falls such general activities, as developing monthly work programs; maintenance of files; meetings of economic development staff and other District staff for coordination purposes. Major administration activities will account for 10 percent of the total work effort. They include:

1) Economic Development Committee -- Maintain active participation by organizing interesting meetings featuring speakers and/or tours of special economic development efforts undertaken in the region; continue to broaden present base as economic development needs and interests dictate; organize monthly preparation of agenda, minutes, handouts, and presentations.

2) Commission -- Keep District Commission (official OEDP Committee) aware of recent happenings in economic development; report on Economic Development Committee actions and recommendations; review applications for economic development projects originating within the region (under Office of Management and Budget Circular A-95); review industrial revenue bond applications under the Massachusetts Industrial Finance Agency program.

3) Requests for Information -- Provide information on economic trends in the region and other statistical data as requested by developers, municipalities, community groups and individuals.

appendix

POPULATION PROJECTIONS

CITY/TOWN	1985	1990	1995	2000	% CHANGE 1975-2000
ACUSHNET	10,450	11,000	11,650	11,850	40.4
ATTLEBORO	37,450	38,200	39,000	39,850	22.1
BERKLEY	2,700	2,850	3,000	3,050	32.6
CARVER	5,850	6,700	7,350	**	71.7
DARTMOUTH	25,600	26,550	26,950	27,050	25.3
DIGHTON	6,300	6,600	6,900	7,100	39.9
FAIRHAVEN	18,550	18,900	18,900	18.950	18.4
FALL RIVER	88,800	88,700	89,550	90,250	- 10.1
FREETOWN	7,100	8,000	8,550	9,250	70.8
LAKEVILLE	6,700	7,250	7,550	7,900	54.4
MANSFIELD	17,250	18,600	19,200	**	54.3
MARION	4,550	4,800	5,000	5,150	36.8
MATTAPOISETT	6,700	7,150	7,550	7,800	45.1
MIDDLEBORO	17,000	17,550	17,950	18,200	28.7
NEW BEDFORD	91,650	91,600	92,450	93,200	7.1
N. ATTLEBOROUGH	22,350	23,050	23,700	24,250	26.8
NORTON	14,400	15,550	16,150	**	63.6
PLAINVILLE	7,200	7,550	7,950	8,200	50.1
PLYMPTON	2,950	3,550	4,050	**	141.2
RAYNHAM	12,700	14,600	15,950	**	106.6
REHOBOTH	9,050	9,500	9,900	10,300	47.0
ROCHESTER	2,900	3,150	3,500	3,900	70.8
SEEKONK	14,100	14,600	15,100	15,450	36.1
SOMERSET	23,100	23,550	23,650	23,700	23.4
SWANSEA	19,000	19,900	20,350	23,350	35.2
TAUNTON	43,700	44,000	44,450	45,100	7.0
WAREHAM	19,900	21,000	21,900	22,550	49.6
WESTPORT	16,500	17,300	17,750	17,900	41.7
DISTRICT TOTALS	554,350	571,800	585,950	**	17.5

**Control figures not available at the time projections were prepared.

SOURCE: Population Projections, Subtask 1.4 (SRPEDD), 1975.

POPULATION GROWTH

CITY/TOWN	1950	1960	1970	1980	1950-1980	SQ.MI.	SQ. MILE POP.DENSITY 1980
ACUSHNET	4,401	5,755	7,767	8,704	97.8	18.00	484
ATTLEBORO	23,809	27,118	32,907	34,196	43.6	27.51	1,243
BERKLEY	1,285	1,609	2,027	2,731	112.5	15.56	176
CARVER	1,530	1,949	2,420	6,988	356.7	38.41	182
DARTMOUTH	11,115	14,607	18,800	23,966	115.6	61.82	388
DIGHTON	2,950	3,769	4,667	5,352	81.4	21.81	245
FAIRHAVEN	12,764	14,339	16,332	15,759	23.5	12.15	1,297
FALL RIVER	111,963	99,942	96,898	92,574	17.3	32.89	2,815
FREETOWN	2,104	3,039	4,270	7,058	235.5	34.57	204
LAKEVILLE	2,066	3,209	4,376	5,931	187.1	29.54	201
MANSFIELD	7,184	7,773	9,939	13,453	87.3	20.22	665
MARION	2,250	2,881	3,466	3,932	75.8	14.28	275
MATTAPOISETT	2,265	3,117	4,500	5,597	147.1	17.46	321
MIDDLEBOROUGH	10,164	11,065	13,607	16,404	61.4	69.98	234
NEW BEDFORD	109,189	102,477	101,777	98,478	9.8	18.99	5,186
NO. ATTLEBOROUGH	12,146	14,777	18,665	21,095	73.7	19.05	1,107
NORTON	4,401	6,818	9,487	12,690	188.3	27.91	455
PLAINVILLE	3,000	3,810	4,953	5,857	95.2	10.98	533
PLYMPTON	697	821	1,224	1,974	183.2	14.92	132
RAYNHAM	2,426	4,150	6,705	9,085	274.5	20.30	448
REHOBOTH	3,700	4,953	6,512	7,570	104.6	47.25	160
ROCHESTER	1,328	1,559	1,770	3,205	141.3	33.76	95
SEEKONK	6,104	8,399	11,116	12,269	101.0	18.63	659
SOMERSET	8,566	12,196	18,088	18,813	119.6	7.12	2,642
SWANSEA	6,129	9,916	12,640	15,461	152.3	22.12	699
TAUNTON	40,109	41,132	43,756	45,001	12.2	47.29	952
WAREHAM	7,569	9,461	11,492	18,457	143.9	36.48	506
WESTPORT	4,990	6,641	9,791	13,763	175.8	53.01	260
DISTRICT	406,204	427,282	479,952	526,363	29.6	792.21	664

SOURCES:
1. Bureau of the Census. U.S. Census of Population, 1950, 1960 and 1970.
2. 1975-Massachusetts State Census.
3. Bureau of the Census. Census of Population and Housing, Advanced Reports, 1980 (PHC 80-V-23).

RACE

CITY/TOWN	WHITE		BLACK		INDIAN ORIENTAL OTHER*		SPANISH* ORIGIN	
	1970	1980	1970	1980	1970	1980	1970	1980
ACUSHNET	7,698	8,626	4	14	11	64	54	59
ATTLEBORO	32,348	33,398	50	113	94	685	415	788
BERKLEY	2,010	2,704	8	8	9	19	0	18
CARVER	2,152	6,624	251	160	17	204	0	60
DARTMOUTH	18,611	23,387	69	124	64	455	56	292
DIGHTON	4,536	5,312	1	6	13	34	117	63
FAIRHAVEN	15,895	15,376	63	62	93	321	281	178
FALL RIVER	94,725	91,395	437	427	560	752	1,176	2,187
FREETOWN	4,200	6,887	56	28	14	143	0	56
LAKEVILLE	4,339	5,889	15	10	22	32	0	30
MANSFIELD	9,600	13,241	54	93	28	119	257	78
MARION	3,325	3,473	123	141	18	318	0	63
MATTAPOISETT	4,413	5,450	47	31	22	116	18	31
MIDDLEBORO	13,233	15,975	149	190	51	239	174	139
NEW BEDFORD	95,941	87,993	3,589	2,620	775	7,865	1,472	4,497
N. ATTLEBOROUGH	18,568	20,889	32	54	65	152	0	111
NORTON	9,224	12,371	74	202	41	117	148	140
PLAINVILLE	4,935	5,825	7	20	11	12	0	29
PLYMPTON	1,204	1,931	20	14	3	29	77	6
RAYNHAM	6,652	9,000	3	19	11	66	39	59
REHOBOTH	6,409	7,496	63	34	5	40	35	33
ROCHESTER	1,745	3,089	23	62	2	54	0	18
SEEKONK	11,027	12,061	36	63	37	145	16	81
SOMERSET	17,902	18,638	5	18	50	157	131	186
SWANSEA	12,512	15,296	40	47	37	118	51	123
TAUNTON	41,937	43,380	503	645	208	976	1,108	1,292
WAREHAM	10,947	16,145	337	464	161	1,848	47	330
WESTPORT	9.558	13,632	15	12	27	119	191	123
DISTRICT TOTALS	465,646	505,483	6,074	5,681	2,449	15,199	5,863	11,070
MASSACHUSETTS	5,688,903	5,362,836	173,376	221,279	30,842	152,922	64,860	141,043

*Groups such as Cape Verdeans were classified according to personal preference. Spanish origin is included in other races.

Source: U.S. Census of Population, 1970 and 1980 (Advance Count).

LABOR FORCE GROWTH

LABOR MARKET AREA	LABOR FORCE[1]		PARTICIPATION RATE[2]		LABOR FORCE GROWTH RATE (%)
	1970	1980	1970	1980	1970-1980
FALL RIVER LMA*	62,749	70,069	61.6	66.03	11.6
DIGHTON	2,089	2,350	66.4		12.5
FALL RIVER	43,090	48,179	60.8		11.8
SOMERSET	7,973	8,924	64.3		11.9
SWANSEA	5,409	5,944	62.5		9.9
WESTPORT	4,188	4,672	62.3		11.6
NEW BEDFORD LMA	69,886	79,312	59.4	65.0	13.5
ACUSHNET	3,442	3,916	65.3		13.8
DARTMOUTH	8,239	9,340	60.6		13.4
FAIRHAVEN	6,973	7,924	59.5		13.6
FREETOWN	1,697	1,952	61.1		15.0
LAKEVILLE	1,736	1,984	58.6		14.3
MARION	1,269	1,440	55.8		13.5
MATTAPOISETT	1,831	2,053	59.5		12.0
NEW BEDFORD	43,853	49,740	58.8		13.4
ROCHESTER	846	963	62.5		13.8
PLYMOUTH LMA*	19,007	41,400	57.6	59.5	117.8
CARVER	989	1,788	54.2		80.8
MIDDLEBOROUGH	5,541	9,972	60.4		80.0
PLYMPTON	497	893	58.8		79.7
WAREHAM	4,438	7,878	56.2		77.5
TAUNTON LMA	22,207	25,731	60.6	60.3	15.9
BERKLEY	861	1,002	65.0		16.4
RAYNHAM	2,910	3,353	68.5		15.2
TAUNTON	18,436	21,376	59.3		16.0
PROVIDENCE/WARWICK/ PAWTUCKET LMA*	36,769	42,527	65.9	59.6	15.7
ATTLEBORO	14,761	17,120	66.2		16.0
N. ATTLEBOROUGH	8,477	9,898	68.9		16.8
NORTON	4,066	4,674	61.7		15.0
PLAINVILLE	1,935	2,235	64.7		15.5
REHOBOTH	2,704	3,062	64.4		13.2
SEEKONK	4,826	5,538	65.0		14.8
MANSFIELD	4,052	4,969	62.9		22.6
DISTRICT	214,670	243,139	60.1		13.3
MASSACHUSETTS	2,417,670	2,893,000		65.6	20.0

[1] "Labor Force" refers to all persons classified as employed or unemployed plus members of the Armed Forces.

[2] "Participation Rate" refers to the proportion of the non-institutional population that is in the labor force.

SOURCES: 1970 Census of Population; Manpower Information for Affirmative Action Programs (DES), 1980; Overall Economic Development Program (SRPEDD), 1981.

*Massachusetts portion only. Plymouth is not a member of SRPEDD.

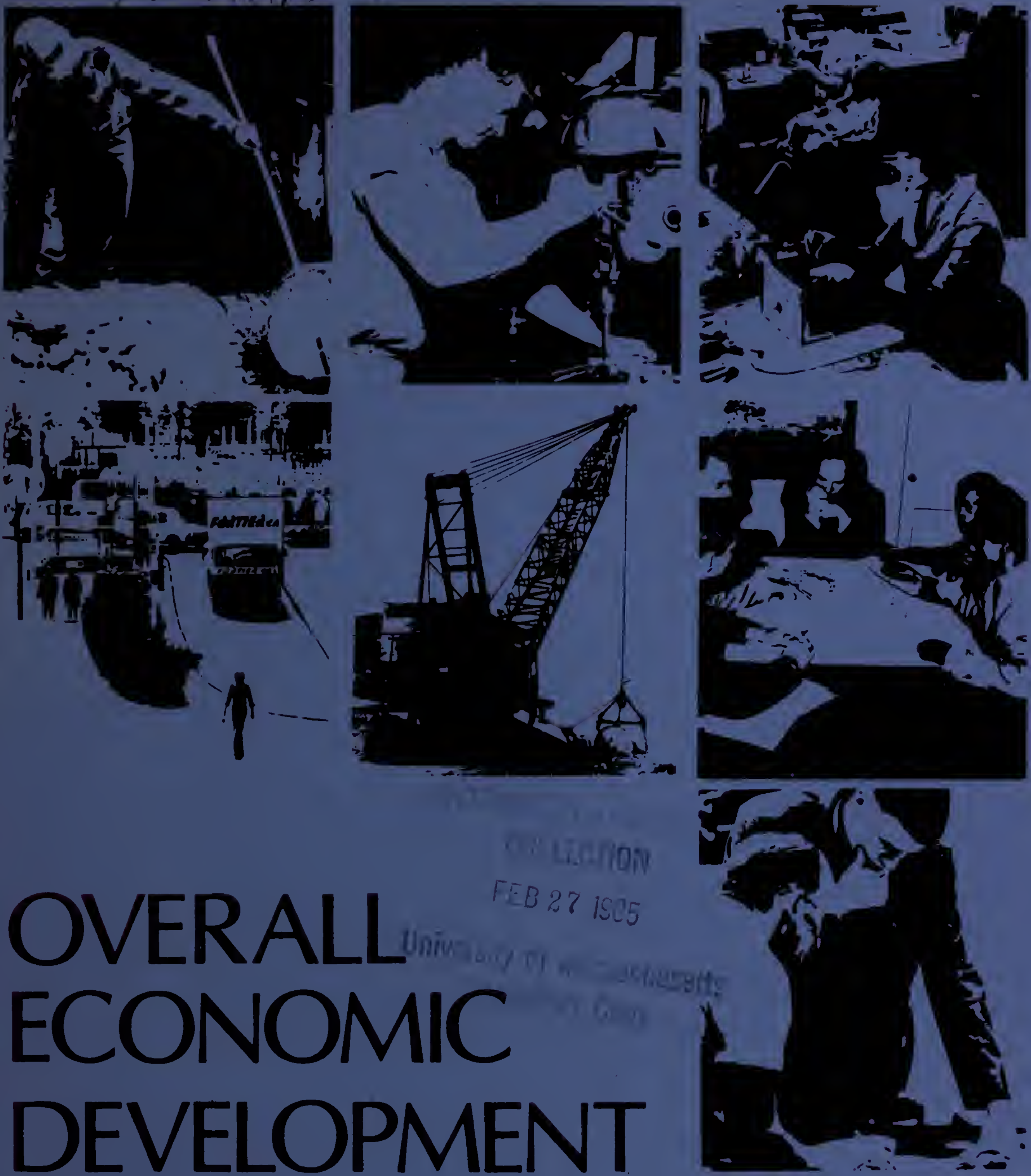
HOUSING UNITS

CITY/TOWN	ONE & TWO FAMILY		MULTI-FAMILY		TOTAL*		% CHANGE
	1970	1980	1970	1980	1970	1980	'70-'80
ACUSHNET	2,141	2,602	100	202	2,241	3,063	36.7
ATTLEBORO	7,842	8,764	2,454	3,700	10,296	12,503	21.4
BERKLEY	548	942	16	16	564	897	59.0
CARVER	743	1,887	4	4	747	2,421	224.1
DARTMOUTH	5,752	7,699	275	297	6,027	8,375	39.0
DIGHTON	1,277	1,645	72	136	1,349	1,788	32.5
FAIRHAVEN	4,817	5,149	461	819	5,278	6,482	22.8
FALL RIVER	12,536	13,150	21,567	24,137	34,103	37,021	8.6
FREETOWN	1,165	2,137	45	45	1,210	2,352	94.4
LAKEVILLE	1,305	1,796	6	6	1,311	2,496	90.4
MANSFIELD	2,708	3,718	335	763	3,043	4,710	54.8
MARION	1,088	1,377	49	49	1,137	1,749	53.8
MATTAPOISETT	1,391	1,860	78	82	1,469	2,606	77.4
MIDDLEBOROUGH	3,537	4,423	664	1,048	4,201	5,713	36.0
NEW BEDFORD	18,964	20,908	17,556	19,796	36,520	39,523	8.2
NO. ATTLEBOROUGH	4,550	5,559	1,240	1,826	5,790	7,599	31.2
NORTON	2,245	3,057	202	699	2,447	3,903	59.5
PLAINVILLE	1,169	1,511	197	221	1,366	2,137	56.4
PLYMPTON	338	605	0	0	388	618	82.8
RAYNHAM	1,811	2,574	37	205	1,848	2,888	56.3
REHOBOTH	1,857	2,465	16	16	1,873	2,472	32.0
ROCHESTER	598	1,070	4	4	602	1,085	80.2
SEEKONK	3,240	3,976	71	149	3,311	4,144	25.2
SOMERSET	5,008	5,768	487	562	5,495	6,394	16.4
SWANSEA	3,766	4,950	103	167	3,869	5,232	35.2
TAUNTON	10,080	11,573	3,475	4,488	13,555	16,770	23.7
WAREHAM	3,990	5,532	250	773	4,240	10,927	157.7
WESTPORT	2,964	4,121	111	187	3,075	5,405	75.7
DISTRICT TOTALS	107,430	130,818	49,875	60,397	157,305	201,773	28.0
MASSACHUSETTS					1,890,400	2,208,146	16.8

SOURCES:
- U.S. Census, 1970, Fourth and Second Counts; 1980, Advance Count.
- Housing Authorized by Building Permits. Bureau of the Census, 1980.

* Mobile homes included in total.

MASS. [redacted]
Y3.SR1/3:183



COLLECTION
FEB 27 1985
University of Massachusetts
Depository Copy

OVERALL ECONOMIC DEVELOPMENT PROGRAM

1983 PROGRESS REPORT

PREPARED BY

**SOUTHEASTERN
REGIONAL
PLANNING
AND
ECONOMIC
DEVELOPMENT
DISTRICT**

SOUTHEASTERN REGIONAL PLANNING AND ECONOMIC DEVELOPMENT DISTRICT
25 Barnum Street Taunton, MA 02780

1983
ANNUAL REPORT
AND
1984
PROGRAM PROJECTION
OF THE
OVERALL ECONOMIC DEVELOPMENT PROGRAM

SEPTEMBER 1984

Prepared with funding from the
U.S. Economic Development Administration

CREDITS

SRPEDD COMMISSION
ECONOMIC DEVELOPMENT COMMITTEE

STAFF

Stephen C. Smith--Executive Director
Maria Gooch--Economic Development Coordinator
Kathleen MacRae--Economic Development Planner
Anita Sabourin--Graphics Specialist
Susan P. Green--Senior Secretary
Joanne Bouchard--Secretary
Nancy Bumbaugh--Secretary

CONTENTS

I. INTRODUCTION 1

II. ADMINISTRATION 3

- A. AREA DESIGNATION AND PARTICIPATING GOVERNMENTS 3
- B. DISTRICT ORGANIZATION 4

III. DEVELOPMENT EFFORTS

- A. EDA PROJECT DEVELOPMENT 11
- B. DOWNTOWN REVITALIZATION 18
- C. REGIONAL MARKETING 18
- D. TRANSPORTATION 21
  - 1. Interstate 495 21
  - 2. New Bedford-Fairhaven Bridge 21
  - 3. Brightman Street Bridge 22
  - 4. Fall River Harbor Dredging 22

IV. THE DISTRICT'S ECONOMY 23

- A. INTRODUCTION 23
  - 1. The Broader Picture 23
  - 2. 1983 in Perspective 24

V. ECONOMIC DEVELOPMENT CENTERS 27

VI. POTENTIAL FOR ECONOMIC DEVELOPMENT 29

- A. ANALYSIS OF POTENTIALS 29
- B. CONSTRAINTS 31

VII. STRATEGY AND IMPLEMENTATION 32

- A. PROGRAM AND PROJECT SELECTION 32
- B. PROGRAM CONSIDERATIONS AND COURSE OF ACTION 32
- C. PLAN FOR IMPLEMENTATION 44
  - 1. District Strategy 44
  - 2. Tasks & Proposed Activities 47

TABLES
(TEXT)

1. COMMISSION MEMBERS, 1983.............. 7

2. ECONOMIC DEVELOPMENT COMMITTEE, 1983.. 9

3. EDA GRANTS TO MUNICIPALITIES, 1966-1983............................ 17

4. INDUSTRIAL REVENUE BONDS.............. 19

5. OTHER INDUSTRIAL DEVELOPMENTS, 1983... 21

6. EMPLOYMENT AND UNEMPLOYMENT ANNUAL UNADJUSTED AVERAGES........... 26

7. EDA PROJECT RANKING CRITERIA.......... 33

8. HIGH PRIORITY PROJECTS FOR 1984-1985.. 35

9. RANKING OF HIGH PRIORITY PROJECTS 1984-1985............................ 38

10. PROJECT STATUS UPDATE................. 39

11. MAJOR INFRASTRUCTURE NEEDS IN SOUTHEASTERN MASSACHUSETTS........... 40

APPENDIX

1. POPULATION PROJECTIONS.............. 1

2. POPULATION GROWTH................... 2

3. RACE................................ 3

4. LABOR FORCE GROWTH.................. 4

5. HOUSING UNITS....................... 5

introduction

The mission of the Economic Development Administration (EDA) under the U.S. Department of Commerce is to enhance the national economy.* EDA assists communities and areas experiencing economic distress to help themselves achieve lasting improvement. EDA's role is to support the effort of local people in devising their own programs to solve problems.

The program developed by local people to address an area's problems is the Overall Economic Development Program (OEDP). The OEDP is both a document and a process -- a process of area self-analysis, planning, and action to create new economic activity and improve community facilities and services.

The Public Works and Economic Development Act of 1965, as amended, requires that redevelopment areas and economic development districts such as SRPEDD formulate an OEDP. EDA must approve the OEDP prior to designating redevelopment areas and economic development districts as qualified to receive assistance.**

Continued eligibility of an EDA-designated redevelopment area or economic development district is contingent upon regular updating of the OEDP. This may be accomplished by submitting to EDA an Annual OEDP Report and Program Projection such as this one. Redevelopment areas located in a designated economic development district may satisfy this requirement by concurring with the district's annual report covering the area's activities.

An OEDP identifies assets and liabilities. It sets a course of action for dealing with problems created by unemployment and a sagging economy. Preparation of the OEDP is a process guided by a committee representing economic development interests in the area. Without this process efforts to tackle problems become disconcerted.

Beyond making it easier for an area to address economic problems, the OEDP also makes the area eligible for EDA funding. In southeastern Massachusetts, SRPEDD receives EDA funding to prepare an OEDP which makes six redevelopment areas eligible for EDA grants.

---

[*] U.S. Department of Commerce, Economic Development Administration. EDA Handbook, June, 1977.

[**] ____________________. Guide for District Overall Economic Development Program, May, 1977.

Because SRPEDD updates the OEDP annually to maintain eligibility as an economic development district, member communities are also eligible for 10 percent bonuses on the total cost of public works projects.

The Annual OEDP does not include the detail of the original SRPEDD OEDP published in 1969. It provides, however, a review of accomplishments and significant changes in the economy during the past year and proposes a strategy to meet the new situation. This is a continuous and dynamic process.

The annual OEDP contains these elements:

- Fact gathering to assure understanding of current developments;

- Identification of potentials;

- Appraisal of urban places suitable to serve as centers for growth;

- Establishment of goals and intermediate objectives to direct development activities and measure progress;

- Devising a strategy for development -- a plan to achieve goals and objectives (a listing of projects); and

- Provision of a work program proposing methods for implementation of the strategy and projects.

Beyond making the area eligible for EDA funding, the most important aspect of the annual OEDP, by far, is the listing of projects in the region to be funded by EDA. Projects are ranked in order of priority. The listing provides guidance to EDA on which projects should be funded first.

administration

A. AREA DESIGNATION AND PARTICIPATING GOVERNMENTS

On November 13, 1969, the Southeastern Regional Planning Commission was designated by the Economic Development Administration (EDA) as an Economic Development District (EDD) under Title VI of the Public Works and Economic Development Act of 1965.

The purpose of an Economic Development District is to foster successful economic development on a large scale by grouping together economically distressed and healthy areas -- redevelopment areas and economic development centers or growth centers.

The District encompasses portions of three counties, twenty-eight municipalities and six redevelopment areas. The District's county membership includes: all of the communities in Bristol County with the exception of the town of Easton; the towns of Carver, Lakeville, Marion, Mattapoisett, Middleborough, Plympton, Rochester and Wareham in Plymouth County; and Plainville in Norfolk County. The Town of Dartmouth rejoined the District in 1980.

Four of the District's redevelopment areas -- Bourne/Wareham/Rochester, New Bedford, Providence/Pawtucket, and Plymouth -- were designated in 1966. The Fall River Redevelopment Area was designated in 1972 and the Taunton Redevelopment Area was designated in 1974. The Town of Mansfield is presently not included within a redevelopment area.

These redevelopment areas were designated on the basis of "substantial and/or persistent unemployment".* Redevelopment area designation enables an area to be eligible for the whole range of programs authorized by the Public Works and Economic Development Act.

Redevelopment areas were originally established on the basis of labor market area (LMA) information furnished by the Massachusetts Division of Employment Security (DES). Since designation, however, DES has changed the labor market area boundaries. The Bourne/Wareham/Rochester LMA has been eliminated, and Wareham and Rochester, both District communities, have been incorporated into the Plymouth and New Bedford LMA's respectively.

---

*U.S. Department of Commerce, Economic Development Administration. _Designated Redevelopment Areas under the Public Works and Economic Development Act of 1965, as Amended,_ October 1, 1978.

This new composition presents a problem by interrupting the continuity needed for trend analysis. Furthermore, the new labor market area boundaries are not similar to the federally designated Standard Metropolitan Statistical Areas (SMSA's) in the District -- Fall River and New Bedford. Figure 1 shows the present labor market areas in the District for which DES provides information.

The District also has two designated economic development centers (EDC's) -- the cities of Fall River and Taunton -- and a redevelopment center (RC), the City of New Bedford. These growth centers are the economic activity nuclei of their respective redevelopment areas.

Redevelopment centers are those which are recognized as falling within a designated redevelopment area. Unlike economic development centers there is no limit on the population of RC's which may be in excess of 250,000 as of the last federal census.

B. DISTRICT ORGANIZATION

The Commission of the Southeastern Regional Planning and Economic Development District serves as the Overall Economic Development Program (OEDP) Committee for the District. The committee sets policy and provides guidance on all matters relating to the economic development of the District. But because of its size it relies on a smaller advisory committee, the Economic Development Committee (EDC) for specific recommendations.

The EDC is responsible in conjunction with the OEDP Committee for developing criteria, and ranking economic development projects in the District. The committee also guides and assists the overall staff effort to prepare and implement the District's economic development program.

Membership lists for both committees are included in this section.

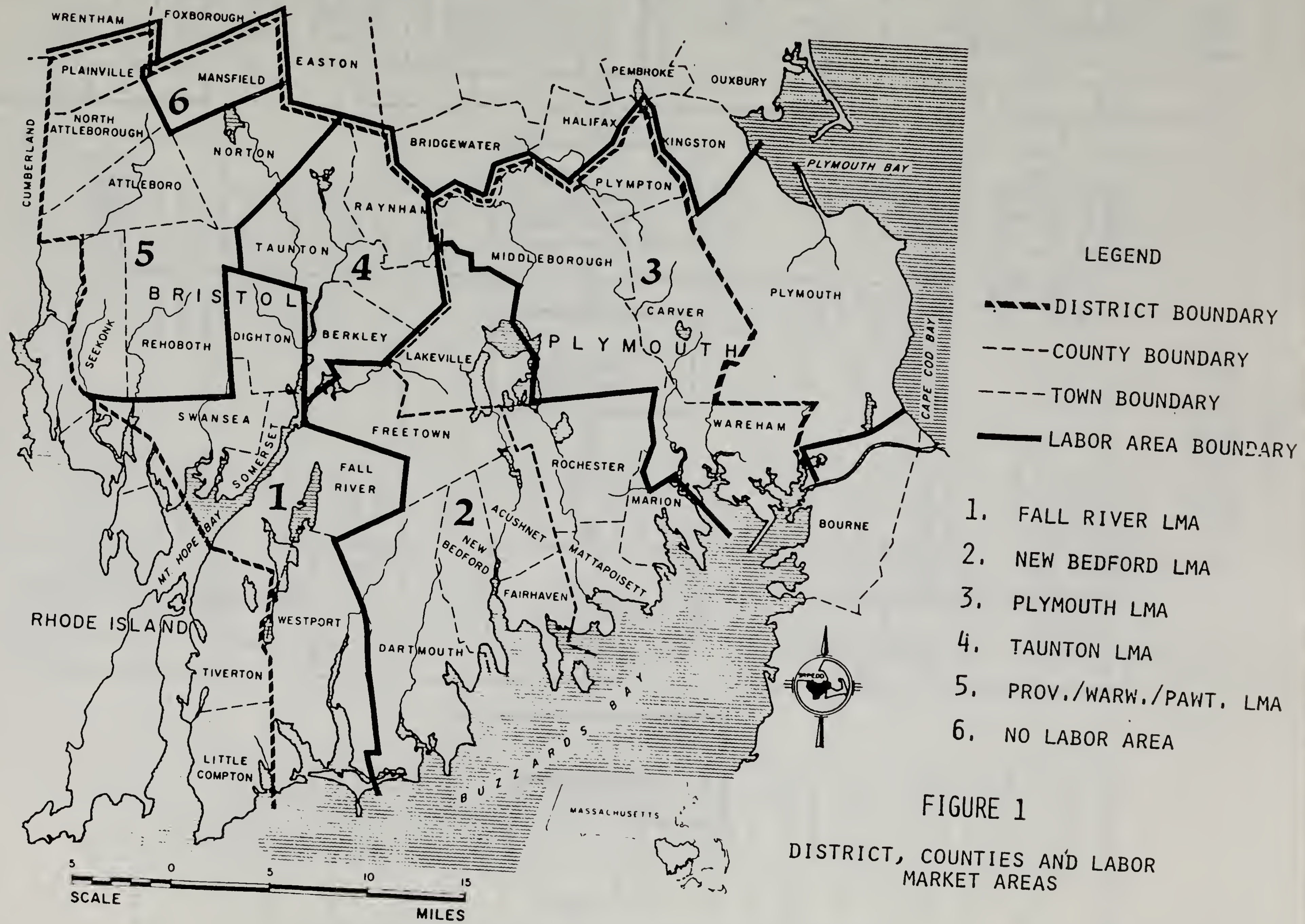


FIGURE 1

DISTRICT, COUNTIES AND LABOR MARKET AREAS

ORGANIZATION OF SRPEDD ECONOMIC DEVELOPMENT FUNCTION

1982

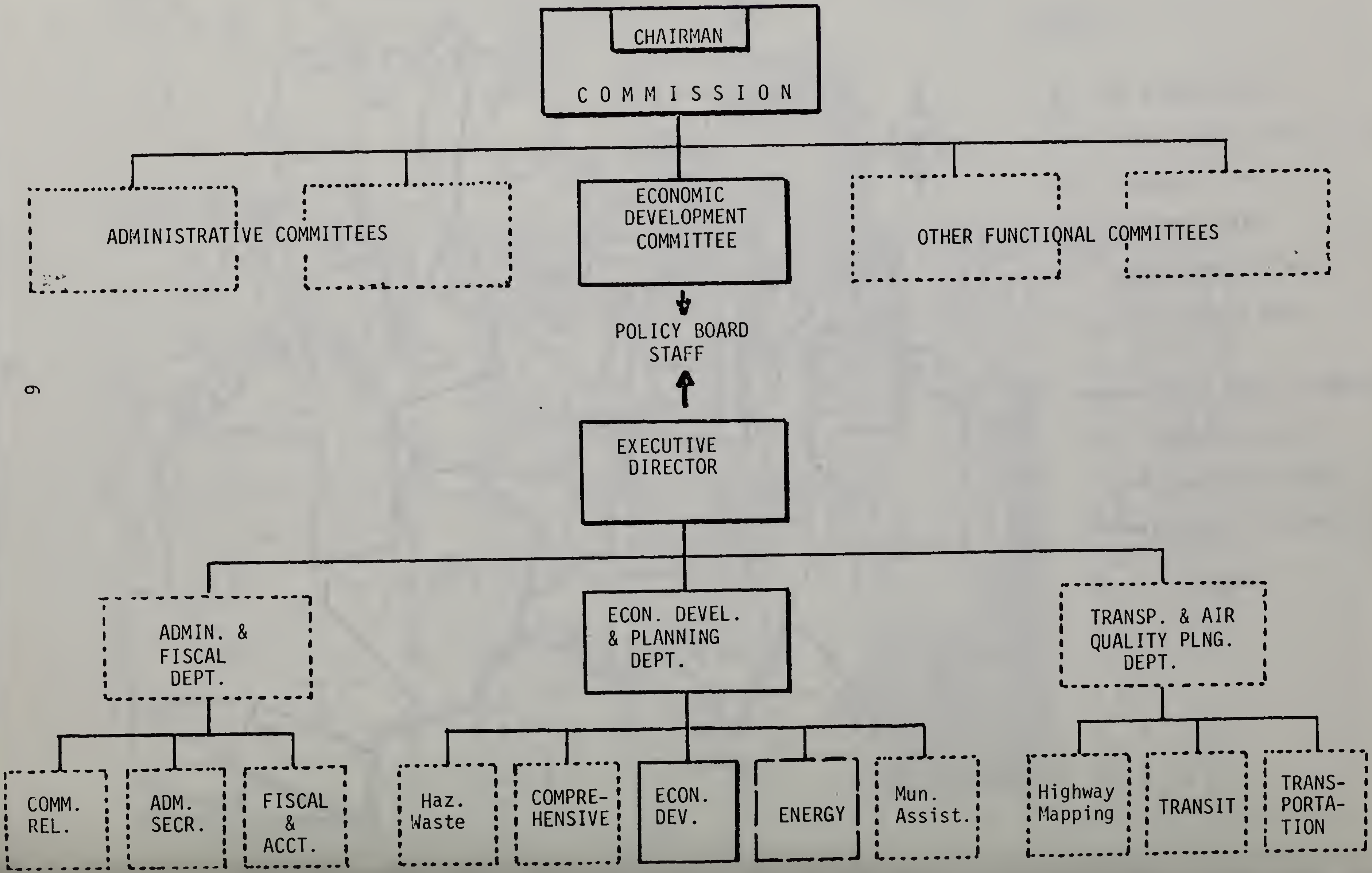


TABLE 1

COMMISSION MEMBERS
1983-1984

CITY/ TOWN	MEMBER	OCCUPATION/ AFFILIATION	REPRESENTATION
Acushnet	Alfred Portway Leo N. Coons	Exec. Sec. B of S Machinist/Welder	Government Local Plan.
Attleboro	Brenda Reed Melville Moody	Mayor	Government Business/Plan.
Berkley	Lawrence Wilson S. Kenneth Woodward*	Insurance Teacher/Plan. Board	Government Education/Plan.
Carver	David G. Knight Timothy McGillicuddy*	Econ. Dev. Director Custodian/Plan. Board	Economic Dev. Local Plan.
Dartmouth	Lawrence Cameron Dr. Basil Castaldi*	Exec. Sec. B of S Education Consult./ Plan. Board	Government Education/Local Plan.
Dighton	Allan Campbell Manuel Ferreira*	Civil Engineer Restaurant Owner/ Planning Board	Government Business/Local Planning
Fairhaven	Kenneth R. Vining Raymond Fleurent*	Retired Contractor/Plan. Bd.	Elderly/Gov't. Business/Plan.
Fall River	Alfred Edwards Gregory A. Brilhante	Planning Director	Plan/Gov.'t Local Plan.
Freetown	Cynthia Cardin Paul Magee	 Planning Board	Government Local Plan.
Lakeville	Luke Leonard, Jr.	Teacher	Education Local Plan.
Mansfield	Richard T. Curley Anthony Fiore	Consultant Planning Bd.	Government Local Plan.
Marion	Joseph P. Zora* Robert L. Marso	Auto Foreman/Select. Planning Board	Government Local Plan.
Mattapoisett	James Huntoon William Matthews	 Planning Board	Government Local Plan.
Middleborough	Lawrence Carver Reinold Anderson	Retired Planning Board	Government Local Plan.
New Bedford	Denise Poyant David Kennedy	City Planner City Planner	Local Gov't. Local Plan.

*Elected Officials

CITY/ TOWN	MEMBER	OCCUPATION/ AFFILIATION	REPRESENTATION
North Attleborough	Laurence Kubilus		
	Patricia Redding	Planning Board	Local Plan.
Norton	William Jordan	Electrical Engineer	Gov't./Industry
	Phil Sheridan	Plan. Bd.	Local Plan.
Plainville	Andrea Soucy		Government
	Richard Stenfeldt	Developer/Plan. Bd.	Business/Plan.
Plympton	Lee A. Johnson	Teacher	Education
	Wayne Barnes	Plan. Bd.	Local Plan.
Raynham	Emeline MacDonald	Retired	Government
	Robert Navin	Planning Board	Local Plan.
Rehoboth	Arthur Messier		Government
	Diane M. Biello*	Estimator/P.B.	Local Plan.
Rochester	George G. Bare*	Ind. Eng./Selectman	Government
	Joseph Chamberlain*	Planning Board	Local Planning
Seekonk	Lawrence Pellerin		Government
	Charles Terzian	Station Owner/P.B.	Local Planning
Somerset	Donald J. Hussey		Government
	Leonard R. Torchia*	Sales Rep./Plan. Bd.	Local Planning
Swansea	Michael W. Finglas	Executive Secretary	Government
	Brian Gingras*		Local Plan.
Taunton	Fernand Medeiros*	Mech. Eng./City Council	Government
	John L. Viveiros	Bacteriologist/P.B.	Local Planning
Wareham	A. Clayton Fuller		Government
	Frederick Tuttle	Plan. Bd.	Local Planning
Westport	Julia S. Enroth	Executive Secretary	Government
	George M. Hall*	Retired	Local Planning

COMMISSIONER-AT-LARGE

Attleboro Area			
Fall River Area	M. Paula Raposa		Minority/Low Income
	Stanley Silas	Economic Dev. Planner	Minority/Low Income
New Bedford Area	Lydia Pina		Minority/Low Income
	Heather G. Bare	Consultant	Minority/Low Income

OFFICERS

Emeline MacDonald, Chairman
S. Kenneth Woodward, Vice-Chairman
Allan L. Campbell, Secretary
Richard T. Curley, Treasurer
George Bare, Asst. Treasurer
David G. Knight, Past Chairman

*Elected Officials

TABLE 2

ECONOMIC DEVELOPMENT COMMITTEE

1983

COMMISSION MEMBERS

George G. Bare
SRPEDD Chairman
Rochester, MA

Lawrence E. Carver
Board of Selectmen Representative
Middleborough, MA

Dr. Basil Castaldi
EDC Chairman
Planning Board Delegate
Dartmouth, MA

Julia S. Enroth
Administrative Assistant
Board of Selectmen Representative
Westport, MA

Bernard Gill
Board of Selectmen Representative
Carver, MA

Emeline MacDonald
Past SRPEDD Chairman
Raynham, MA

Paul Magee
Planning Board Delegate
Freetown, MA

Robert Navin
Planning Board Delegate
Raynham, MA

Denise Poyant
City Planning Department
New Bedford, MA

Patricia Redding
Planning Board Delegate
North Attleborough, MA

Stanley Silas
Assistant Economic Development Director
Fall River, Mass.

PUBLIC AND PRIVATE SECTOR

Heather Bare
Consultant
Rochester, MA

Donald Geary
Friends of the Bluffs
Swansea, MA

Kerry Horman
Planning & Community Development Director
Attleboro, MA

Ruth Kohler
Industrial Development Director
North Attleborough, MA

William McAloon
Industrial Dev. Commission Director
Taunton, MA

Aaron Mittleman, President
New England Apparel Mfg. Assoc., Inc.
Fall River, MA

Robert Smith
Bristol County Develop. Council
Fall River, MA

Dr. Richard J. Ward, Dean, S.M.U.
College of Business & Industry
North Dartmouth, MA

Wilton Wiles
Division of Employment Security
Middleborough, MA

Stephen C. Williams
Durfee Trust Company
Fall River, MA

Constantine Yankopoulos
Community Development Director
Wareham, MA

development efforts

A. EDA PROJECT DEVELOPMENT

From 1966 to 1983, the U.S. Economic Development Administration (EDA) invested over $20 million dollars in the southeastern Massachusetts region. Table 3 outlines the projects funded.

Over $7 million of this investment was in five industrial parks throughout the region, including:

- Fall River Industrial Park
- New Bedford Industrial Park
- North Attleborough Industrial Park
- Taunton Myles Standish Industrial Park
- Wareham Industrial Park

These parks provide space for existing industries and attract new industries. They bring new jobs to the region and help improve the economic climate by supporting spinoff businesses, leveraging private investment and supplementing local property taxes. The region holds much hope for the remaining acreage in these parks. Communities are also working to increase the total acreage of land ready for industrial development.

The completion of I-495 in late 1982 provided the last, vital transportation link to the Boston/New England/East Coast market from southeastern Massachusetts. Because the greater Boston, Route 128 belt has faired so well in the last decade with the growth of high technology industry, many economists view the Route 495 belt, including the northern and western parts of the region, as the next likely site for high tech expansion.

This has already begun to prove true. Ready industrial parks, a large available labor force, reasonable land costs, cooperative government officials and a quality of life second to none are drawing the attention of the state to southeastern Massachusetts. Tables 5 and 6 detail the industrial expansion which occurred in the region in 1983, much of it in EDA-supported industrial parks.

The industrial revenue bond program continues to provide the bulk of public support for industrial development and expansion. Although the Urban Development Action Grant (UDAG) and "503 Program" of SEED Corporation also supplement the private investment. Industrial revenue bonds provided over $53 million in 1983 for industrial projects and helped create over 800 jobs (see Table 4).

In 1982 EDA funded the extension of Barnet Boulevard in the New Bedford Industrial Park. This $2 million project will open up almost 200 additional acres to industry. Although EDA was unable to fund any industrial park expansion in the region in 1983, efforts have continued to make improvements with state and local resources.

Improvements, supported by EDA, are still needed to the area's industrial parks to expand acreage and services to meet present and future demands. The area also needs EDA investment to establish a regional manpower skills center to train and retrain the large labor force.

In 1983 EDA was able to help capitalize a revolving loan fund for the City of Fall River. EDA supplied $500,000 and the city contributed $166,000 for a total pool of $666,000. The fund will provide loans to smaller businesses unable to take advantage of the IRB, UDAG or "503 Program."

Continued technical assistance to communities and planning investments from EDA to agencies such as SRPEDD have also insured development of cohesive, coordinated strategies for the area and implementation of overall goals. This process--a minimal investment of over one million dollars in 14 years--has insured cost effective use of federal funds.

Since 1968 EDA has also invested a little over $10 million to improve the infrastructure of the four cities and provide other necessary facilities. The impact of this investment can be observed in the many revitalization efforts being undertaken in the region's cities.

B. DOWNTOWN REVITALIZATION

Downtown revitalization efforts being made by cities and towns during the last few years paid off substantially in 1983. The highlights of these efforts are outlined below:

ATTLEBORO

Over $15 million in downtown construction was started or completed in Attleboro in 1983, including:

- 111 apartments for the elderly,
- $2.5 million city hall/police station complex,
- $1 million Park Square commercial center, and

- $3.1 million Pleasant Street renewal and railroad bridge overpass rehabilitation.

FALL RIVER

The city capitalized on the crisis of the Notre Dame Church fire and continued with downtown revitalization efforts, including:

- $135,000 state emergency planning grant awarded to develop Flint Village--a neighborhood damaged by the Notre Dame fire in May 1982,
- $700,000 CDAG matched by $1 million private investment to renovate Flint Village,
- $2 million water main project on Pleasant Street,
- Application made for trolley to link waterfront to downtown area,
- $40 million Charleton Memorial Hospital expansion completed,
- Center City Business Association organized to promote downtown,
- Proposals sought for further waterfront development as construction of the Heritage State Park project continues, and
- Historical Durfee-Union Mill bought by Architectural Conservation Trust for $1.5 million. $5 million Phase I rehabilitation planned, $12-14 million investment planned in longer term.

NEW BEDFORD

By the spring of 1983 buildings under construction represented $31.8 million in public and private investment, including:

- $8.8 million office building for Old Colony Bank and Trust Company, including a $500,000 UDAG,
- $4 million addition to the New Bedford Institute for Savings,
- $5.5 million public investment to construct the new Bristol County Courthouse,
- $2.5 million bus terminal and parking garage,
- Over $1 million restoration of the Zeiterion Performing Arts Center,

- $6 million 90-unit housing development for the elderly and handicapped, and
- $1.78 million renovation, including a $400,000 UDAG, of the Plumbers Supply Building into thirty luxury apartments.

TAUNTON

Progress is made in developing the Taunton Green and surrounding neighborhoods, including:

- Opening of the $2 million Bloom Bus Terminal, which included a $365,000 UDAG,
- Rehabilitation of commercial and residential space in the Bricktown building in the Weir, and
- Plans to sell and rehabilitate the Jones Block and the Taylor Building on the Taunton Green.

WAREHAM

With the work in Onset Village well underway, downtown revitalization becomes the focus in Wareham, including:

- Plans for Phase I of downtown renewal, including rehabilitation of the comfort station, planting trees, and installing a floating dock at Besse Park, and
- Onset revitalization pays off--two restaurants open, a liquor store is renovated and a hardware store is enlarged.

C. REGIONAL MARKETING

The "Golden Connection" regional marketing effort expanded in 1983 to include the City of Attleboro, as well as Taunton, Fall River and New Bedford. Local officials made a trip to New Haven, Connecticut to market the region to businesses in the greater New York/Connecticut area interested in expanding operations. Newly elected Governor Dukakis joined the group in New Haven and urged businesses to look at Massachusetts for expansion plans.

D. TRANSPORTATION

In 1982 a number of transportation projects continued to have major impact in the economic development of the District. These include: Interstate 495; the New Bedford-Fairhaven Bridge; the Brightman Street Bridge; and the dredging of Fall River Harbor.

1. INTERSTATE 495

The construction of Interstate 495 has been the most significant transportation project in the District. After nearly six years of construction the highway was finally completed in late 1982. Interstate 495 passes through Mansfield, Norton, Taunton and Raynham. It is expected to relieve conditions on old state routes and town roads which are presently burdened with commuter and Cape Cod traffic.

The "six-lane" highway is viewed as the key to industrial growth in southeastern Massachusetts. The Taunton area will be linked to the central part of the state and to major highways and centers of activity in eastern Massachusetts.

The full 14 mile connection between Route 25 in Raynham and Interstate 495 in Foxboro has interchanges at Route 140 in Mansfield, Route 123 in Norton, Bay Street and Route 138 in Taunton and at routes 24 and 25 in Raynham and Bridgewater.

The impacts of this new highway will extend beyond those communities bordering it. Attleboro, North Attleborough, Middleborough, Mansfield and other towns north of the District will experience increased commercial, residential and industrial development. In terms of total jobs generated, the greatest immediate impact is expected in Attleboro and Taunton areas where planned industrial facilities are presently in place.

2. NEW BEDFORD-FAIRHAVEN BRIDGE

The process of constructing the New Bedford-Fairhaven Bridge was set into motion with the initiation of an environmental impact study in 1980. The bridge construction has received top priority in the District's annual Transportation Improvements Program since then.

A Corridor Planning Study conducted by SRPEDD found that present and projected auto traffic and marine operations will necessitate the replacement of the existing facility. Due to the growth of fish processing activities at New Bedford's North Terminal, and the bridge's antiquated mechanisms, the bridge has become obsolete. The number of bridge openings will increase in the near future. Also, the horizontal clearance must be expanded to 150 feet to accommodate the large vessels unloading at Maritime Terminal.

The widen opening is also expected to enhance the development potential of the north harbor.

At present, the projected date for construction of the new bridge is 1986, at an estimated cost of $30 million.

3. BRIGHTMAN STREET BRIDGE

A project of social and economic importance to Fall River is the replacement of the Brightman Street Bridge. The present structure is of a height and width which is inadequate for full marine utilization of the Taunton River, north of the bridge, and is considered a hazard to navigation. Marine traffic consists primarily of fuel delivery to Montaup Electric and Shell Oil terminals. A larger horizontal clearance will allow ship rather than barge deliveries of fuel, which would reduce energy costs to the region.

SRPEDD staff conducted a Corridor Planning Study for this bridge and its environs in 1979 and 1980 and recommended replacement of the present bridge just north of the existing alignment with a multi-lane, 50-foot high movable span and a 150-foot horizontal opening. A contract for an environmental impact study for this project was finalized in 1983. It will be conducted in 1984 and 1985.

4. FALL RIVER HARBOR DREDGING

In 1980 the U.S. Army Corps of Engineers received clearance to undertake an environmental impact study on the dredging of Fall River Harbor. This study was completed in 1982. Of particular concern is the disposal of an anticipated 4 million cubic yards of dredged material. This dredging will increase the depth of the waterway from the present 35 foot depth to 40 feet. It will extend for 7.4 miles of the main channel, beyond the Brightman Street Bridge to the north.

TABLE 3

EDA GRANTS TO MUNICIPALITIES
1966 - 1983

DATE	COMMUNITY	PROJECT	GRANT
1966	Fall River	Port Development (T.A)	$ 50,000
"	"	Vocational Tech. H.S. (P.W.)	3,053,000
"	New Bedford	Terminal Bulkhead (P.W)	2,902,000
"	Dartmouth	Extension of Water Distribution Syst. (P.W.)	27,000
1967	Fall River	Industrial Expansion (T.A)	2,000
"	"	Ace Plastic (A.G.)	2,000
"	Plymouth	Waste Treatment Plant (P.W.)	1,056,000
"	"	Industrial Dev. Plan (T.A.)	25,000
1968	Fall River	Water/Sewer/Road to Industrial Park (P.W.)	1,032,000
"	North Attleborough	Master Plan/Ind. Park (T.A)	20,000
"	Plymouth	Water/Sewer/Road to Industrial Park (P.W.)	393,000
1969	New Bedford	Water/Sewer/Road to Industrial Park (P.W.)	517,000
1970	Fairhaven	Industrial Park Study (T.A.)	8,000
"	Fall River	Water/Sewer/Road to Industrial Park (P.W.)	200,000
1972	North Attleborough	Industrial Park (P.W.)	294,000
"	New Bedford	Urban Coalition/Red Crab Aquaculture Proj. (T.A.)	108,000
"	Plymouth	Sewer Pump Station (P.W.)	188,000
1973	Taunton	Industrial Park Study (T.A.)	15,000
1974	New Bedford	Water Main Const. (P.W.)	1,294,000
"	"	Urban Coalition/Red Crab Project (T.A.)	5,000
"	Somerset	Water Transmission Line (P.W.)	450,000
"	Taunton	Sewer Main/Ind. Park (P.W.)	858,000
"	"	Technical Assistance	38,000
1975	Taunton	Water Syst. & Rail Spur/Ind. Park (P.W.)	521,000
"	"	Site Clearance/Ind. Park (P.W.)	94,000
"	Fall River	Feasibility Study of Bulkhead Construction (T.A.)	89,000

TABLE 3 CONT'D.

DATE	COMMUNITY	PROJECT	GRANT
1975	New Bedford	Street and Sidewalk Imp. (P.W.)	$ 347,000
"	Wareham	Tremont Dam Rest. (P.W.)	400,000
1977	New Bedford	Rehab/Piers 3 and 4 (P.W.)	314,000
"	Wareham	Industrial Park (P.W.)	419,000
1978	North Attleborough	Ind. Park Exp. (P.W.)	1,670,000
1979	Taunton	Roadway/Site Improvements to Industrial Park (P.W.)	1,687,000
"	New Bedford	Industrial Land Dev. (T.A.)	42,000
"	Wareham	Water Mains (P.W.)	615,000
1980	Fall River	State Pier	2,175,000
"	"	Planning (T.A.)	19,000
"	NEAMA	Import Compet. Assistance (T.A.)	169,000
1982	New Bedford/Dartmouth	Extension of Barnet Boulevard in the Industrial Park	592,015
1979-1982	Fall River	Planning (T.A.)	215,025
"	New Bedford	Planning (T.A.)	182,448
1983	Fall River	Revolving Loan Fund Planning (T.A.)	500,000 30,700
TOTAL:			$22,087,488

SOURCES: 1. U.S. Economic Development Administration, 1979 Annual Report; 1980 Annual Report.

2. U.S. Economic Development Administration, EDA Directory of Approved Projects, March 31, 1978.

P.W. - Public Works T.A. - Technical Assistance A.G. - Adjustment Grant

TABLE 4

INDUSTRIAL REVENUE BONDS
ISSUED IN 1983

LABOR MARKET AREA	COMPANY	INVESTMENT	JOBS
Attleboro Area			
● Attleboro	Advance Industries, Inc.	$ 500,000	6
	Rosecraft, Inc.	325,000	23
● North Attleborough	Mini-Systems, Inc.	1,000,000	105
AREA SUB-TOTALS:		$ 1,825,000	134
Fall River Area			
● Fall River	Phalo Corporation	$ 1,000,000	50
	TACO, Inc.	1,400,000	50
	Almeida Electrical, Inc.	900,000	100
	Fall River Partnership	600,000	NA
	Robinson Plumbing & Heating Supply Co., Inc.	500,000	8
	Fall River Knitting Mills	1,600,000	55
● Somerset	Montaup Electric Co./Eastern Edison Co.	40,000,000	NA
AREA SUB-TOTALS:		$46,000,000	263

TABLE 4 Continued

INDUSTRIAL REVENUE BONDS
ISSUED IN 1983

LABOR MARKET AREA	COMPANY	INVESTMENT	JOBS
New Bedford Area			
● New Bedford	Trio Algarvio, Inc.	$ 850,000	24
	Coastal Fisheries, Inc.	3,000,000	200
AREA SUB-TOTALS:		$ 3,850,000	224
Plymouth Area			
● Middleborough	Louis M. Gerson Co., Inc.	$ 3,500,000	88
● Wareham	Arch Gear Works, Inc.	650,000	10
	Madison Enterprises, Inc.	435,000	21
AREA SUB-TOTALS:		$ 4,585,000	119
Taunton Area			
● Taunton	Thayer Medical Building	$ 700,000	30
	Chas. Gilman & Sons, Inc.	850,000	12
	V.P. Winter Distributing Co.	1,500,000	40
AREA SUB-TOTALS:		$ 3,050,000	82
REGION TOTALS:		$59.310,000	822

SOURCE: Massachusetts Industrial Finance Agency. 1983 Annual Report.

TABLE 5

OTHER INDUSTRIAL DEVELOPMENTS IN 1983

Attleboro

- Colonial Mills of Rhode Island builds a new facility with a $1 million UDAG and $2.95 million in private investment. Jobs created--181.
- Balfour Corporation plans expansion. Jobs created--80.

Fall River

- Samesta Manufacturing Company, an apparel manufacturer, closed doors. Jobs lost--335.
- Clevepak Corp. moved part of its operation to Ohio. Jobs lost--30.
- EG&G abandons coal gasification project.

Marion

- Sippican Ocean Systems, Inc. breaks ground for a $2.6 million engineering facility.

Mattapoisett

- Plans move ahead to build a 160-acre industrial park.

Middleborough

- Commerce Park, a 100-acre industrial park at I-495, opens for business.

New Bedford

- 78 year old Continental Screw Company closed doors after consolidating with a company in Chicago. Jobs lost--600.
- Capeway Seafoods, a 6 year old company which grew from $1.25 million to $40 million, moved to Rhode Island. Jobs lost--150.
- C.P. Bourg, Inc. builds a new plant in the industrial park and expands operations. Jobs created--15.

North Attleborough

- Leach & Garner, Inc. expanded and Copper & Brass Sales built a new plant in the North Attleborough Industrial Park.

TABLE 5 Continued

OTHER INDUSTRIAL DEVELOPMENTS IN 1983

Norton

- 185-acre private industrial park being developed by the Flately Company.

Taunton

- Retail Printing Corp. and Winter Distributing build in the Myles Standish Industrial Park. Jobs created--125.
- Mulco Manufacturing Corp. purchased Boyden Plastics building. Jobs created--50.
- Parker Brothers plant closed after buy out by General Foods. Jobs lost--300.
- Princess House in North Dighton to expand by hooking into Taunton's water and sewer lines with a $350,000 CDAG and $2.5 million private investment. Jobs created--100.

Wareham

- Madison Enterprises of Onset expands operation with $435,000 loan. Jobs created--21.
- Data Copy Systems, Inc. to locate in Omni Spacecenters in Wareham Industrial Park. Jobs created--20.

SOUTH EASTERN ECONOMIC DEVELOPMENT (SEED) CORPORATION

- Eastern Insulation and Aluminum Products located in Seekonk expands operation with $202,000 loan. Jobs created--10.
- Morin's Diners, Inc. located in Attleboro constructs new building in industrial park and expands with $312,000 loan. Jobs created--13.
- Electro-Fix, Inc. located in Plainville builds new facility and expands with $375,000 loan. Jobs created--14.
- Weblock, Inc. located in Fall River starts new operation with equipment financed with a $700,000 loan. Jobs created--29.

• INDUSTRIAL JOBS CREATED (not including IRB's)	658
• INDUSTRIAL JOBS CREATED WITH IRB's	822
• INDUSTRIAL JOBS LOST	1,415
• NET INDUSTRIAL JOB GAIN	65

the
district's
economy

A. INTRODUCTION

1. THE BROADER PICTURE

Although the nation as a whole has been recovering from a recession, Massachusetts has been able to weather the storm quite well. The state has maintained an economic edge because of its readjusted industrial focus. This "reindustrialization" is a result of investment in new industries, diversification, and increased emphasis on non-manufacturing growth.

For several decades industry moved to the south or suffered at the hands of foreign competition. The results were unemployed workers, vacant mill buildings, and deteriorating urban areas. The cities of southeastern Massachusetts are typical examples of places which have been hurt by industrial disinvestment and relocation.

Today the Massachusetts economy is booming. The state's unemployment rate is below the nation's for the sixth year in a row and personal income is rising faster than in any state except Alaska. For the businessman the state's biggest problem is the shortage of qualified people to fill openings.

Several factors are responsible for the turnaround according to economists:

- The emergence of the high technology industry which has generated approximately one third of the 400,000 new jobs created since 1975;
- The growth in the state's defense industry which last year received $6.3 billion in defense contracts;
- The growth in the service sector which included various occupations from janitors to lawyers and doctors; and
- A stable population growth.

Southeastern Massachusetts, the area covered by the District's boundaries, registered an unemployment rate of 9.5 percent in 1983. The region has not yet benefited substantially by the influx of high technology firms. The northwestern part of the District has seen most of the region's growth in this industry. The Fall River and New Bedford areas rely heavily on the textile and apparel industries which have been hurt by recessionary trends. This accounts for the overall poor performance of the region's economy in 1983.

Southeastern Massachusetts, however, is beginning to diversify its industrial base. The area is reinvesting in rapid growth industries and focusing on its more mature industries.

With the Route 28 "belt" becoming saturated and facing high land and construction costs and intensive labor competition, the Route 495 "belt" is perceived as increasingly attractive. With an ample supply of labor, communities in the Route 495 "belt" have much potential for industrial development. Industrial parks in Mansfield, North Attleborough and Taunton have already begun experiencing an inflow of high technology firms. Future growth is expected in industrial areas in Norton, Middleborough and Wareham as well.

In order for southeastern Massachusetts to follow the steps of the state, it must become aggressive in its approach to attract high technology and other growing industries. It is also important that the region maintain its manufacturing base, which represents almost half of all its jobs. Retention of existing industries like apparel, textiles, and jewelry and retraining to suit the needs of new companies will help stabilize the area's economy.

2. 1983 IN PERSPECTIVE

The overall economic picture presented in this section is a reflection of the recovery from the national downturn which occurred in 1982. Gains made over the last few years were partially lost in 1982 when the District faced the highest unemployment rate since the recession of 1974 and 1975.

Table 6 shows the employment picture for the District in 1983. In comparison to 1982, the District's unemployment rates improved considerably; however, these rates were still much higher than those for 1980.

Although still severely impacted by recessions the District is ready for development and has many attributes which make it attractive for business. Some of these attributes include:

- Strategic location close to major centers of employment, education, health, culture and recreation;
- An unparalleled quality of life combining rural living, New England heritage, and a coastline with excellent beaches and sailing harbors;

- Rapidly growing population and labor force;
- Abundant and relatively inexpensive labor;
- Abundant water resources;
- An excellent highway network;
- Availability of prime industrial and commercial land and buildings, including industrial parks strategically located along I-495;
- Major deep water port facilities in Fall River and New Bedford; and
- A Foreign Trade Zone.

TABLE 6

EMPLOYMENT AND UNEMPLOYMENT
ANNUAL ADJUSTED AVERAGES
1982 AND 1983

LMA	LABOR FORCE		EMPLOYMENT		UNEMPLOYMENT RATE	
	1982	1983	1982	1983	1982	1983
*Fall River	68,650	71,059	60,507	63,996	11.8	9.9
Dighton	2,658	2,755	2,364	2,500	11.1	9.3
Fall River	42,098	43,499	36,669	38,784	12.9	10.8
Somerset	9,632	10,012	8,703	9,205	9.6	8.1
Swansea	7,588	7,893	6,893	7,290	9.2	7.6
Westport	6,664	6,900	5,878	6,217	11.8	9.9
New Bedford	86,402	84,676	76,651	76,207	12.4	10.0
Acushnet	4,722	4,668	4,315	4,347	8.6	6.9
Dartmouth	12,477	12,303	11,267	11,350	9.7	7.7
Fairhaven	7,787	7,663	6,964	7,015	10.6	8.5
Freetown	3,626	3,574	3,260	3,284	10.1	8.1
Lakeville	2,915	2,874	2,632	2,651	9.7	7.8
Marion	1,966	1,916	1,674	1,686	14.9	12.0
Mattapoisett	2,979	2,935	2,680	2,700	10.0	8.0
New Bedford	48,377	47,210	41,448	41,752	14.3	11.6
Rochester	1,553	1,533	1,411	1,422	9.1	7.2
Plymouth	37,660	37,644	34,196	34,696	9.2	7.8
Carver	3,154	3,158	2,889	2,932	8.4	7.2
Middleborough	7,966	7,962	7,225	7,331	9.3	7.9
Plymouth	17,378	17,394	15,925	16,158	8.4	7.1
Plympton	1,000	1,001	922	935	7.8	6.6
Wareham	8,162	8,129	7,235	7,340	11.4	9.7
Taunton	26,196	26,170	23,174	23,400	11.5	10.6
Berkley	1,246	1,244	1,099	1,110	11.8	10.8
Raynham	4,238	4,243	3,846	3,884	9.2	8.5
Taunton	20,712	20,683	18,229	18,406	12.0	11.0
*Providence/Warwick/ Pawtucket	49,198	46,390	44,773	42,166	9.0	9.1
Attleboro	18,100	17,066	16,501	15,540	8.8	8.9
North Attleborough	11,032	10,402	10,122	9,533	8.2	8.4
Norton	6,703	6,321	6,045	5,693	9.8	9.9
Plainville	3,064	2,889	2,804	2,641	8.5	8.6
Rehoboth	3,836	3,617	3,475	3,272	9.4	9.5
Seekonk	6,463	6,095	5,826	5,487	9.9	10.0
Mansfield	5,337	5,299	4,964	4,983	7.0	6.0
District Total	261,392	271,238	227,340	245,248	11.0	9.5
Massachusetts					8.0	6.9
U.S.A.					9.5	9.6

SOURCE: Massachusetts Division of Employment Security. "Job Market Research," April 27, 1984.

*The Fall River LMA data does not include Tiverton and Little Compton in Rhode Island. The Providence/Warwick/Pawtucket LMA data does not include the Rhode Island portion of the LMA.

LMA=Labor Market Area

economic development centers

When Congress passed the Public Works and Economic Development Act of 1965, it envisioned economic development centers or growth centers as nuclei from which all economic activity would emanate. Growth centers became the anchors on which economic development districts would depend on to alleviate the economic distress of their redevelopment areas.

The District's growth centers, as designated by the U.S. Economic Development Administration, are the cities of Fall River, New Bedford and Taunton. These centers are characterized by population concentrations. They maintain a level of economic activity which generates jobs for people in nearby towns and they provide to a large extent the necessary social and governmental services.

In 1983 the City of Fall River recovered considerably from the setback experienced in 1982 in terms of unemployment. The number of unemployed persons in the city's labor force increased from 8.6 percent in 1980 to 12.9 percent in 1982 and declined to 10.8 in 1983.

The City of New Bedford also showed improvement in its employment situation. The percentage of unemployed persons in the labor force increased from 8.6 percent in 1980 to 14.3 percent in 1982 and declined to 11.6 in 1983. The City of Taunton experienced a jump in the unemployment rate from 7.9 percent in 1980 to 12.0 percent in 1982 and a decrease to 11.0 in 1983.

The cities of Fall River and New Bedford continued to depend on the apparel and related products, and textile industries for the majority of the manufacturing jobs. For the three growth centers most of the employment growth since 1967 occurred in the service sector.

Although the population of southeastern Massachusetts is expected to grow at a higher rate than the rest of the state in coming years, the majority of the growth is expected to occur in smaller urban municipalities and rural communities which serve as "bedroom communities" for Boston and Providence. The only growth center in the District expected to show an increase in population from 1975 to 2000 is the City of Taunton (a 4.2 percent increase). Fall River is expected to register a decline of 3.9 percent and New Bedford 4.5 percent.

The three cities need to expand manufacturing sector opportunities. The cities of Fall River and New Bedford, especially, depend heavily on restricted growth industries. They need to provide the kind of climate that will help revitalize these industries and help them expand. This effort should be coupled with continued recruitment of high technology and other growth industries to broaden the industrial base.

In the recent past, the three cities have committed large amounts of federal and private funds to revitalize their central business districts and improve their infrastructures. These efforts may result in more substantial increases in wholesale/retail trade employment and also in other employment sectors, and may have a positive impact on the economy of their respective redevelopment areas. In light of these efforts, and state and federal urban growth policies, the three growth centers may still fulfill their purpose. Much of the economic situation experienced by the three cities has been due to trends also taking place at the state and national level: cutbacks in many federal programs; the recent recession; the recession of 1974 and 1975; double digit inflation; declining manufacturing sector; and costly energy supplies.

Economic activity, however, is not restricted to growth centers. The District has a number of older urban communities which have experienced substantial growth in the recent past. Of the four cities in the District, the City of Attleboro has the strongest economy. The city relies heavily on the metal products industry and boasts a large high technology firm, Texas Instruments, which employs approximately 5,000 people. In 1983 the city's unemployment rate was 8.9 percent. Attleboro provides almost twice as many jobs as the growth center of Taunton. Attleboro is also expected to show a population increase of 16.3 percent by the year 2000. The city, however, is part of the Providence/Pawtucket Redevelopment Area and as such is oriented toward a larger nucleus, the City of Providence.

Another urban municipality providing substantial employment is North Attleborough. The North Attleborough Industrial Park, funded with EDA money, provides over 1,000 jobs and is still growing. Mansfield has been growing substantially with the development of its Cabot, Cabot & Forbes Industrial Center. And Middleborough has much potential for growth with its new Commerce Park and strategic location next to I-495.

potential for economic development

A. ANALYSIS OF POTENTIALS

The District has a number of characteristrics which offer great potential for economic development. To reiterate, some of these characteristics include:

- Land - plentiful and fairly inexpensive;
- Water - abundant in comparison with the rest of the state and nation;
- Transportation - network offering excellent accessibility to all areas of the District and major areas such as Boston, Providence and Cape Cod - The area also boasts two major seaports, one in the City of Fall River and another in the City of New Bedford;
- Labor Force - a versatile labor force combining several elements: fairly inexpensive labor; highly skilled labor; and highly educated professionals;
- Infrastructure - established urban areas with available land, building space and other amenities for industrial and commercial development; and
- Energy - vigorous development of local energy sources like hydropower and the development of Fall River as a major coal importing port to provide a secure energy basis for the region;
- Foreign Trade Zone - a designated zone in the City of New Bedford.

One of the District's best characteristics is its abundant labor force. As analyzed in the section on the economy there are many unemployed members of the labor force. At the same time that this factor provides an opportunity, it also implies the need for more long-term employment and training programs for those minorities who are unemployed and have low income.

There is indication from several recent studies that the high technology industry, presently located around Boston, is willing to locate in the District and draw upon the available labor pool. More efforts, however, such as the "Golden Connection" conferences and Governor visits need to be undertaken to make the region's attributes known to industry.

At the local level there are a number of EDA projects which offer great potential for industrial development and the overall diversification needed by the District. Some of these projects include: the Myles Standish Industrial Park in Taunton on the periphery of Interstate 495; the Airport Industrial Park in Fall River; the New Bedford Industrial Park; the North Attleborough Park; and the Wareham Industrial Park.

The Foreign Trade Zone in New Bedford is a project which also offers much potential. To date, this zone has not been developed. Because it is a general purpose zone, it is expected that it will take longer to be developed. The expansion of New Bedford's docking facilities and eventual replacement of the New Bedford-Fairhaven Bridge should spur more interest in the zone in the near future.

Designation as a foreign trade zone means that the area is under U.S. Customs supervision and may receive foreign merchandise without the usual immediate customs entry. Products, materials and components may be exhibited, stored, assembled, or used in manufacture within the zone. Duties do not have to be paid unless and until the goods or their finished products enter the U.S. Customs territory from the zone.

The District will continue to assist in the development of all economic development related projects offering good potential. Other local projects which the District has been involved in to varying degrees include urban revitalization efforts.

A regional project which is already having major impact on the District and will continue to provide great potential for commercial and industrial development is Interstate 495, which was completed in 1982.

Agriculture, fishing and tourism also offer great potential for the District. Cranberry farming, scalloping and tourism in general have been growing in the area and are expected to continue growing. Ongoing historical preservation and other urban revitalization efforts should have a direct beneficial impact on tourism.

A new area of potential is the creation of jobs by growing small businesses already located in the region. The District has many small businesses which could become the giants of tomorrow in the high technology field and other growth areas. By creating the South Eastern Economic Development (SEED) Corporation and staffing its operations, the District has provided a financing mechanism to assist these businesses to grow.

B. CONSTRAINTS

Some of the District's worst constraints are somewhat beyond local or regional control but follow state and national trends. They include the higher cost of doing business in this part of the nation; generally higher tax rates and insurance premiums; costly and less available energy supplies; and high shipping costs due to distance from growing market areas.

More specific District constraints include:

- Manufacturing--a declining manufacturing sector and increased reliance on service and trade jobs that do not pay as well;
- Mature Industries--a need to revitalize "mature" or declining industries such as apparel and related products, and textiles.

A constraint which affects all Massachusetts communities is "Proposition 2½." The lack of additional town revenues generated by new development of property is seen as a strong anti-growth effect of the statute. The proposition limits the tax levy to a 2.5 percent increase from each previous year. Therefore, an increase in the tax base produced by a new development will be absorbed into the general levy and the tax rate. The result is that a town will have to share existing services with the new development, because no additional revenues will be generated for the community. Otherwise, additional tax revenues would be used to provide roads and infrastructure for new developments. There is a need for corrective legislation to prevent the potential loss of industrial projects to other states.

Another constraint which is national in nature is the "Reagan Budget," which has cut EDA programs and other urban revitalization programs desparately needed by southeastern Massachusetts.

Since the late 60's EDA has provided grants which have prepared most of the industrial parks in the region. These parks have been very successful. EDA in effect has provided the seed money for industrial growth and jobs. Three of the region's parks are still looking to EDA for additional assistance to develop more space to attract growth industries. It is unlikely that the District's oldest cities will be able to finance these investments alone. Yet unless the Administration recognizes these infrastructure needs, the economic revitalization of the region will suffer.

strategy
and
implementation

A. PROGRAM AND PROJECT SELECTION

The existing economic development goal and objectives for the District were adopted October 26, 1983, by the SRPEDD Commission. They provide guidance for the District's work program and project selection process. They are:

GOAL

ECONOMY: Strengthen and diversify the region's economic base through the expansion of existing businesses and the attraction of new growth businesses which will create needed and better paying jobs; assist in preparing the region for its "re-industrialization" in terms of manpower training, financial incentives, governmental coordination and infrastructure development.

OBJECTIVES

1. Encourage the expansion of existing industries and the establishment of new industries by providing financial assistance (SEED, UDAG's, etc.) and serving as an information resource for the region.
2. Provide technical assistance to local development, industrial development, community development corporations, chambers of commerce, and other local and regional economic development agencies.
3. Provide assistance to the private sector, especially in the areas of information and investment financing through SEED Corporation.
4. Make known the locational benefits of the region, such as the relatively plentiful and inexpensive labor, land, and water; the coastal location; and the good transportation network.

In February 1981, the Economic Development Committee also adopted a set of criteria for ranking projects submitted by municipalities and non-profit groups in the District. Table 7 outlines the criteria. This year the list of high priority projects remains the same as in 1983-1984. The status of most of the projects is unchanged. Any changes which have occurred are noted in Table 10.

B. PROGRAM CONSIDERATIONS AND COURSE OF ACTION

Table 8 outlines the District's proposed program. It is a listing of projects which are of high priority for the region in its economic development strategy. Table 9 lists all projects in priority order as recommended by the Economic Development Committee and adopted by the District Commission in September, 1984.

Table 11 presents a comprehensive list of infrastructure improvements vital to the economic health of the District. They are listed separately because in all likelihood they will be funded with sources other than EDA. They represent major capital expenditures needed to maintain existing facilities or to provide new services. The projects have not been ranked in priority order.

TABLE 7

EDA PROJECT RANKING CRITERIA

CRITERIA	POINTS					
	5	4	3	2	1	0
1. Geographical Benefit - What area does the project impact?	Entire SRPEDD Region	Labor Market Area (LMA) only	City- or Town-wide	Neighborhood	Negligible	No Benefit
2a. Permanent job retention/ creation	Over 1,000	500-999	200-499	20-199	0-19	None
2b. Temporary or Spinoff jobs	Over 500	200-499	50-199	20-49	0-19	None
3. EDA Cost Per Permanent Job Created/ Retained	Less than $1,000/job	$1,001-2,500/job	$2,501-5,000/job	$5,001-10,000/job	$10,001-20,000/job	Over $20,000/job
4. Local Unemployment Rate	Over 12%	10-11.9%	7-9.9%	5-6.9%	3-4.9%	Under 3%
5. Private Investment Generated	500% or More of Grant Amount	300-499% of Grant Amount	100-299% of Grant Amount	50-99% of Grant Amount	0-49% of Grant Amount	No Private Investment
6. Status of Project	EDA has requested final application	Pre-App. Requested by EDA	Profile Requested by EDA	Feasibility Study Completed	Ranked by SRPEDD in 1980	Thinking Stage
7. Energy Development	Maximum Production/ Conservation					Maximum Consumption
8. Promotion of Agriculture, Fishing or Tourism	Maximum Beneficial Impact					Adverse Impact
9. Manpower Training Opportunities	Initiates Innovative Program					Imports Labor from Outside
10. Need for Project						

TABLE 7 (CONT'D.)

EDA PROJECT RANKING CRITERIA

BONUS CRITERIA	2	0
1. Growth Center	Project is located in a Growth Center (New Bedford, Fall River Taunton)	Project is not Located in a Growth Center
2. Downtown/Urban Revitalization	Project Directly Supports Downtown/Urban Revitalization	Project Does Not Directly Support Downtown/Urban Revitalization
3. Benefits Environment	Project Directly Benefits the Environment	Project Does Not Directly Benefit the Environment
4. Cooperative Venture	Project Involves more Than One Community	Project Does Not Involve More Than One Community
5. Minority Enterprise	Project is a Minority Enterprise	Project Is Not A Minority Enterprise

TABLE 8

PRIORITY PROJECTS FOR 1984-1985

PROPOSED PROJECTS		RELATED GOALS*		FUNDING					INITIATION COMPLETION DATE	AGENCIES RESPONSIBLE	ENVIR. IMPACT (IF ANY)	NO. OF JOBS CREATED
				SOURCES AND AMOUNTS				ESTIMATED TOTAL COST				
LOCAL PRIORITY	DESCRIPTION & LOCATION	NO.	PRIORITY	FEDERAL	STATE	LOCAL	OTHER					
1	Fall River - Airport I.P.	1, 3	1	60%		40%		$ 1M	85-86	Greater F.R. Dev. Corp.	--	1,350
1	Taunton - Myles Standish I.P., Bassett St.	1, 3	2	50%		50%		450,000	85-86	Taunton Dev. Corp.	--	2,000
2	Taunton - Myles Standish I.P., Phase 2	1, 3	3	50%		50%		550,000	85-86	Taunton Dev. Corp.	--	2,000
3	Taunton - Myles Standish I.P. Blvd.	1, 3	4	50%		50%		500,000	85-86	Taunton Dev. Corp.	--	2,000
1	Attleboro - County St. Water Line	1, 3	5	50%		50%		220,000	85-86	City of Attleboro	--	2,800
2	Fall River - Durfee Business Ctr.		6	60%		40%		2.25M	85-86	City of Fall River	--	450
1	Middleborough - Sewer Line		7	50%		50%		550,000	84-85	Town of Middleborough	--	1,000
1	No. Attleborough I.P. Road		8	50%		50%		120,000	1985	No. Attleborough Ind. Dev. Corp.	--	300

TABLE 8

PRIORITY PROJECTS FOR 1984-1985

PROPOSED PROJECTS		RELATED GOALS*		FUNDING					INITIATION COMPLETION DATE	AGENCIES RESPONSIBLE	ENVIR. IMPACT (IF ANY)	NO. OF JOBS CREATED
				SOURCES AND AMOUNTS				ESTIMATED TOTAL COST				
LOCAL PRIORITY	DESCRIPTION & LOCATION	NO.	PRIORITY	FEDERAL	STATE	LOCAL	OTHER					
1	Wareham - Sewer to Inn Site	1, 3	9	60%		40%		$ 970,000	85-86	Town of Wareham	--	275
2	Wareham - Onset Pier	3	10	60%		40%		300,000	85-86	Town of Wareham	--	75
1	Norton - Infrastructure	1, 3	11	60%	15%	25%		102,000	85-86	Town of Norton	--	650
1	New Bedford-No. Terminal	1, 3	12	60%		40%		4.4M	85-86	City of N. Bedford	--	250
2	No. Attleborough - Sewer Lines	1, 3	12	60%		40%		1.096M	85-86	Town of North Attleborough	--	1,400
3	Wareham - I.P., Phase 2	1, 3	14	60%		40%		500,000	85-86	Town of Wareham	--	1,000
1	Mansfield - I.P. Sewer	1, 3	15	50%	40%	10%		1.5M	85-86	Town of Mansfield	--	1,000
4	Wareham - I.P. Sewer	1, 3	16	60%		40%		2M	85-86	Town of Wareham	--	2,000
1	Dartmouth - Faunce Corner		17	60%		40%		775,000	85-86	Town of Dartmouth	--	600
5	Wareham - Commercial Sewer	3, 4	18	60%		40%		7.2M	85-86	Town of Wareham	--	2,000

TABLE 8

PRIORITY PROJECTS FOR 1984-1985

PROPOSED PROJECTS		RELATED GOALS*		FUNDING					INITIATION COMPLETION DATE	AGENCIES RESPONSIBLE	ENVIR. IMPACT (IF ANY)	NO. OF JOBS CREATED
				SOURCES AND AMOUNTS				ESTIMATED TOTAL COST				
LOCAL PRIORITY	DESCRIPTION & LOCATION	NO.	PRIORITY	FEDERAL	STATE	LOCAL	OTHER					
1	Seekonk - Commercial Road	1, 3	19	60%		40%		$ 1.8M	85-86	Town of Seekonk	--	1,000
2	Attleboro - I.P.	1, 3	20	60%		40%		200,000	85-86	City of Attleboro	--	400
1	Mattapoisett - Wharf Imp.	1, 3	21	60%	10%	30%		500,000	85-86	Town of Mattap.	--	50
1	Westport - Harbor Dredging	1, 3	22	60%		40%		100,000	85-86	Town of Westport	--	60

I.P. = Industrial Park

N.A. = Not Available

* = Refers to goals applicable to District projects. These goals were initially established in the 1969 First Stage OEDP and later refined in the 1972 Second Stage OEDP.

TABLE 9

RANKING OF HIGH PRIORITY PROJECTS 1984-1985

	PROJECTS	PTS.
1.	Fall River -- Airport Industrial Park Improvements	43.0
2.	Taunton -- Myles Standish Industrial Park -- Bassett Street	42.4
3.	Taunton -- Myles Standish Industrial Park -- Phase IV	41.6
4.	Taunton -- Myles Standish Boulevard	40.6
5.	Attleboro -- County Street Water Line	37.9
6.	Fall River -- Durfee Business Center	37.8
*7.	(Middleborough -- Sewer to Rotary)	37.4
8.	North Attleborough -- Industrial Park Extension	36.2
9.	Wareham -- Sewer to Inn/Conference Center	36.1
10.	Wareham -- Onset Pier	35.0
11.	Norton -- Infrastructure Improvements	34.9
12.	(tie) New Bedford -- North Terminal	34.4
12.	(tie) North Attleborough -- Sewer Lines	34.4
14.	Wareham Industrial Park -- Phase 2	34.2
15.	Mansfield -- Sewer Industrial Park	34.0
16.	Wareham -- Sewer to Industrial Park	33.9
17.	Dartmouth -- Faunce Corner	33.4
18.	Wareham -- Sewer Commercial Area	32.3
19.	Seekonk -- Commercial Area Road	31.9
20.	Attleboro -- Industrial Park - 3	31.0
21.	Mattapoisett -- Wharf Improvements	29.1
22.	Westport -- Harbor Dredging	28.4

*Funded in 1984

TABLE 10

PROJECT STATUS UPDATE 1984-1985

---

1. Portions of this project were completed. Sewer lines and sewer lift station are still needed. Fall River has been invited to submit a profile of the project to EDA.

2. & 3. EDA has invited Taunton to submit a profile of these projects with a total cost of not more than $1 million. Some details of these projects may change as a result.

4. Unchanged.

5. Unchanged.

6. Unchanged.

7. Project has been funded with a Community Development Action Grant.

8. Unchanged.

9. Unchanged.

10. Unchanged.

11. Unchanged.

12. (tie) Unchanged.

12. (tie) Unchanged.

14. Portions of project including road, water, and drainage were completed. Sewer and rail lines are still needed.

15. Unchanged.

16. Unchanged.

17. Unchanged.

18. Unchanged.

19. A portion of this project has been built with private funds.

20. Unchanged.

21. Unchanged.

22. Unchanged.

TABLE 11

MAJOR INFRASTRUCTURE NEEDS IN SOUTHEASTERN MASSACHUSETTS

ACUSHNET

- sewer connection to New Bedford
- reconstruction of portions of Middle Road and Peckham Road

ATTLEBORO

- replacement of bridge over Conrail tracks at Pike Avenue and at Linsey Street
- reconstruction of bridge over Conrail tracks at Olive Street and Newport Avenue and the Lamb Street Bridge over the Ten Mile River
- reconstruction of portions of Route 123 and O'Neil Boulevard
- electrification of Amtrack line
- train station rehabilitation
- Ten Mile River flood control
- water supply improvements

BERKLEY

- replacement of the Berkley-Dighton Bridge over the Taunton River

CARVER

- relocation of Route 44
- water system development

DARTMOUTH

- sewerage system expansion
- upgrade interchange of I-195 at Faunce Corner Road
- replace Bristol County House of Correction
- develop Crapo Hill Landfill
- water supply improvements

DIGHTON

- replacement of the Berkley-Dighton Bridge over the Taunton River
- replacement of the Center Street railroad bridge

FAIRHAVEN

- harbor improvement dredging
- replacement of the Route 6 Bridge over New Bedford-Fairhaven harbor
- sewerage system extension to Alden Road industrial area
- development of parking facilities at waterfront industrial area

TABLE 11 (Cont'd.)

MAJOR INFRASTRUCTURE NEEDS IN SOUTHEASTERN MASSACHUSETTS

FALL RIVER

- replacement of Brightman Street Bridge over the Taunton River
- Water Street/Crab Pond Bridge replacement
- airport runway extension
- harbor improvement dredging
- Harbor Terrace renovations
- North Main Street commercial area parking expansion
- replacement of the Davol Street Viaduct over Conrail
- replacement of the deck of the Braga Bridge over the Taunton River
- sewage collection system renovation
- water main relining and renovation
- reclamation of the South Watuppa water supply
- reconstruction of a portion of Pleasant Street, Bay Street, North Main Street, Water Street and Central Street

FREETOWN

- extension of the New Bedford water system into East Freetown
- reconstruction of the South Main Street Bridge over the Conrail tracks

LAKEVILLE

- extension of water to industrial area

MANSFIELD

- electrification of Amtrack line
- train station renovation
- upgrading of Route 106 east of the town center
- airport runway paving

MATTAPOISETT

- sewer extension to industrial area

MIDDLEBOROUGH

- water lines to Development Opportunities District
- relocation of Route 44 in Carver, Plympton, Kingston and Plymouth
- upgrade local and state bridges
- upgrade and expand sewer system
- Middleborough Circle commuter parking and traffic improvements

NEW BEDFORD

- replacement of the Route 6 Bridge over New Bedford-Fairhaven harbor
- harbor improvement dredging
- Steamship Pier expansion
- sewage treatment plant upgrading
- airport runway extension and passenger terminal expansion

TABLE 11 (Cont'd.)

MAJOR INFRASTRUCTURE NEEDS IN SOUTHEASTERN MASSACHUSETTS

NEW BEDFORD (Continued)

- Evergreen Park renovations
- development of commuter parking area at Mount Pleasant Street
- reconstruction of a portion of Ashley Boulevard (Route 18)

NORTH ATTLEBOROUGH

- sewage collection system extension
- Route 1 improvements

NORTON

- extension of water and sewer lines to the industrial park
- completion of John Scott Boulevard

PLAINVILLE

- extension of sewage collection system
- reclamation of Turnpike Lake

PLYMPTON

- relocation of Route 44

RAYNHAM

- water supply improvements
- redevelopment of Borden Colony facilities
- replacement of the Church Street Bridge over Conrail

REHOBOTH

- renovation of the Warren Upper Reservoir dam
- redevelopment of the Nike site buildings

ROCHESTER

- development of the SEMASS solid waste facility

SEEKONK

- upgrading of the I-195 interchange at Route 114A
- reconstruction of aportion of Oak Hill Avenue, Route 44 and Mink Street

TABLE 11 (Cont'd.)

MAJOR INFRASTRUCTURE NEEDS IN SOUTHEASTERN MASSACHUSETTS

SOMERSET

- replacement of the Brightman Street Bridge over the Taunton River
- Taunton River improvement dredging
- development of a commuter parking facility on I-195 at Route 103
- replacement of the deck of the Braga Bridge

SWANSEA

- Ocean Grove beach stabilization
- reconstruction of portions of Bark Street and Marvel Street

TAUNTON

- reconstruction of portions of Route 138, Worcester Street and Tremont Street
- development of a GATRA bus maintenance facility
- redevelopment of facilities at Taunton State Hospital
- water distribution system renovations
- Mill River Dam improvements
- sewage collection system improvements
- renovation of the Deam Street industrial track
- storm drainage and flood control improvements
- reconstruction of the Stevens Street Bridge over Conrail
- reconstruction of Bay Street

WAREHAM

- replacement of the Route 6 Narrows Bridge
- extension of sewers to the Route 6 commercial area
- extension of Route 25
- reconstruction of the Main Street Bridge over rail line

WESTPORT

- improvement dredging at Westport Harbor
- reconstruction of Hix Bridge over the Westport River
- reconstruction of portions of Old County Road

C. PLAN FOR IMPLEMENTATION

1. DISTRICT STRATEGY

a. Rationale

The overall purpose of the Public Works and Economic Development Act of 1965, as amended is...

> *To provide grants for public works and development facilities, other financial assistance and the planning and coordination needed to alleviate conditions of substantial and persistent unemployment and underemployment in economically distressed areas and regions.*

The District program is funded under this legislation. Since its establishment in 1969, the District has developed projects and conducted other economic activities with EDA assistance in the struggle to improve the economic viability of southeastern Massachusetts.

The recession years of 1974 and 1975 dealt a blow to many of the District's efforts. The unemployment rate in the District hit 13 percent. Some of the more depressed municipalities faced 20 percent and higher unemployment rates. Manufacturing was on the decline and private investment had dwindled.

A review of recent economic trends shows that the economic situation in the District has improved since 1974-1975. Although the District's unemployment rate for 1983 was 9.5 percent, signs of private investment are all around and interest in the region by major developers is being registered.

Southeastern Massachusetts still trails behind the state, New England and the nation. New England and Massachusetts, particularly, are humming with economic vitality, due mostly to the high technology industry -- the computer industry.

Last year in Massachusetts, jobs in the high technology sector represented close to 40 percent of total manufacturing jobs. The District, however, has not yet benefited substantially by the boom of the high technology industry. Although the northwest part of the region has registered growth in the industry, the rest of the region has not benefited directly from its proximity to the "Route 128 belt," the circumferential belt around Boston which is home to the high technology industry in Massachusetts.

In the Fall River and New Bedford areas there is a high reliance on the apparel and textiles industries. Historically these industries have not done well in recessionary times. In fact these industries have been and continue to be negatively impacted by foreign imports.

In the Attleboro area the jewelry industry faces the same plight as the apparel and textile industries. The area, however, has a more diversified industrial base than the Fall River or New Bedford areas.

Southeastern Massachusetts, however, is beginning to diversify its industrial base. The area is reinvesting in rapid growth industries and export-oriented services.

With the Route 128 "belt" becoming saturated from labor competition, the Route 495 "belt" in the region is perceived as increasingly attractive. The future of communities in the Route 495 "belt" looks bright in terms of industrial development and office market potential. Industrial parks in Mansfield, North Attleborough and Taunton have already begun experiencing an inflow of high technology firms. Future growth is expected in industrial areas in Attleboro, Fall River, New Bedford and Wareham as well.

In order for southeastern Massachusetts to follow in the steps of the state and New England, however, it must become aggressive in its approach to attract high technology and other growing industries. Conversely, it is important that the region maintain existing industries like apparel, textiles and jewelry, which represent almost half of all manufacturing jobs.

To put it simply, the District's major goal is to create jobs and revitalize the region's economy. Its strategy as alluded to in the preceding discussion is to pursue a double pronged approach.

- Provide opportunities and create a favorable climate for existing businesses to expand; and

- Attract new growth industries which will help diversify the economic base of the region.

The strategy is based on the reality of economic development -- that the majority of business expansions come from existing businesses. The District, therefore, needs to revitalize its more mature industries -- apparel, textiles and jewelry; and help its small growth industries to expand.

On the other hand, the District also needs to diversify its economic base since its older industries are extremely susceptible to recessionary trends. So far the District has not benefited substantially by the growth of high technology industries and other growing industries located close-by in Massachusetts. It is not far fetched to believe, however, that if southeastern Massachusetts can offer the incentives which growing industries seek, they will locate and expand in the area.

b. Project Implementation

The District's strategy is being implemented through the development of high priority projects listed in the OEDP. These projects for the most part consist of providing opportunities for existing industries to expand and preparing the infrastructure and other amenities necessary to attract new industry.

In the cities of Fall River and New Bedford, especially, prepared industrial space is needed and the District has worked with the cities to expand their industrial parks. These projects will provide prepared industrial space for existing industries to expand and for new industries coming into the region.

The District will continue to develop projects which meet its strategy. As projects are approved and funded by EDA, the District will continue to work with those involved to insure timely completion and accomplishment of stated objectives. The District will provide the technical assistance needed to maximize the economic benefits gained by EDA investments.

The District will particularly focus on those projects where institutional capacity is limited. One example of this effort is a project for the Town of Swansea. The town was seeking funding from the state to develop an economic development plan for the Ocean Grove area, an economically depressed neighborhood. The District worked with a community group in the area, Friends of the Bluffs, and prepared several applications for funds. In 1983, we were successful. The group now has a full-time community development planner working with them.

A new focus for the District in 1983 was on small business financing and technical assistance. Small business expansion was supported by SEED Corporation's "503 Program" and a SEED revolving loan fund will be operational in late 1984.

The District is running a project to assist businesses with proper management of industrial hazardous wastes and will also be helping local companies reduce energy costs by marketing and managing an industrial energy audit program in conjunction with the Executive Office of Energy Resources. Both these projects help established businesses become more profitable.

2. TASKS AND PROPOSED ACTIVITIES

a. Coordination/Outreach

The focus of all project development and coordination/outreach activities conducted by the District is the development of projects which will benefit the economic climate of the region and implement the District's strategy. This task will account for 65 percent of the total work effort.

1) OEDP Priority Projects -- The District will continue to work on those projects listed in the OEDP to insure that the proper steps are taken and that the coordination necessary for implementation is conducted.

2) Community Development Corporations -- These corporations or CDC's are important tools in a community's development process -- especially in terms of organizing special groups including minorities and low-income people. In Massachusetts CDC's are eligible for state funds. At the federal level CDC's have also been eligible for EDA and Community Services Administration (CSA) funds. The District will provide technical assistance to the CDC's in the region, as necessary. In the past the District has assisted in the establishment of CDC's in communities such as Swansea and Taunton. These groups could be especially useful as cooperatives for agriculture, fishing or aquaculture ventures, and tourism development.

3) South Eastern Economic Development (SEED) Corporation -- The District will continue to staff SEED and prepare applications to assist small businesses in the region to expand and create jobs with financing from SBA's "503 Program" and a newly capitalized Revolving Loan Fund Program.

4) Ongoing Activities -- Ongoing coordination activities will include meetings with and/or membership in the following groups: industrial development commissions; chambers of commerce; economic development staffs in New Bedford, Fall River, Attleboro, Taunton and Wareham; private industry councils for New Bedford, Fall River, and the Southeastern Massachusetts area; Bristol County Development Council; Plymouth County Development Council; College of Business and Industry, Southeastern Massachusetts University; Center for Economic Development, University of Massachusetts; Massachusetts Economic Development Group; and the Massachusetts Economic Development Council. Ongoing coordination with the Economic Development Representative for EDA and with state agencies involved in economic development activities will also continue.

5) Workshops -- Co-sponsor with the chambers and other economic development agencies in southeastern Massachusetts workshops as necessary. The purpose of the workshops will be to inform local officials and others involved in economic development about new programs and timely issues.

Whenever possible the District will get involved in more general coordination/outreach activities which will lead to project development. The District staff will attend workshops and conferences aimed at industrial development commissions, chambers of commerce, local officials and others involved in economic development. The District will set up displays and provide handouts in order to familiarize workshop and conference attendees with the District's economic development activities and EDA programs.

b. Reports

The District will prepare those reports required by EDA as part of the planning grant agreement and also conduct studies, as noted below. This task will account for 25 percent of the total work effort.

1) Overall Economic Development Program -- Prepare the annual progress report of the OEDP to maintain EDA eligibility as a District. As part of the OEDP, maintain a current analysis of economic trends and developments; and prepare a strategy to meet economic needs and concerns. The strategy consists of two aspects: a staff work program focusing on activities which will meet identified needs; and development of projects to improve the economic needs identified in the OEDP. Involve as many parties affected by the OEDP as possible in the process of developing the progress report.

The OEDP should be a dynamic process leading to the improvement of the economic climate of the entire region.

2) Semi-Annual Reports -- Prepare two semi-annual reports to keep EDA abreast of ongoing activities and progress.

3) Fact Book -- Update demographic data in the fact book as 1980 census figures are finalized and revise industrial and commercial survey data according to new development. Preparation of the fact book was funded under the fiscal year 1980 grant. The purpose of the fact book is to provide developers with an overview of the region and its assets for economic development. The fact book, in effect, enables developers to focus in on specific communities which meet their needs. It provides detailed economic development information which is currently unavailable through other sources.

4) Newsletter -- Continue to prepare an economic development section to the District newsletter. The purpose of the section is to keep industrial development commissions, chambers of commerce, local officials and others involved in economic development informed about the District's EDA program and current economic development activities.

5) Annual Report -- Prepare an annual report for the District to inform member cities and towns of District activities for the previous year.

6) Fact Sheets -- Develop fact sheets and brochures on various issues and new programs as necessary to inform local communities.

c. Administration

Under administration falls such general activities, as developing monthly work programs; maintenance of files; meetings of economic development staff and other District staff for coordination purposes. Major administration activities will account for 10 percent of the total work effort. They include:

1) Economic Development Committee -- Maintain active participation by organizing interesting meetings featuring speakers and/or tours of special economic development efforts undertaken in the region; continue to broaden present base as economic development needs and interests dictate; organize monthly preparation of agenda, minutes, handouts, and presentations.

2) Commission -- Keep District Commission (official OEDP Committee) aware of recent happenings in economic development; report on Economic Development Committee actions and recommendations; review applications for economic development projects originating within the region (under Office of Management and Budget Circular A-95); review industrial revenue bond applications under the Massachusetts Industrial Finance Agency program.

3) Requests for Information -- Provide information on economic trends in the region and other statistical data as requested by developers, municipalities, community groups and individuals.

appendix

POPULATION PROJECTIONS

CITY/TOWN	1985	1990	1995	2000	% CHANGE 1975-2000
ACUSHNET	10,450	11,000	11,650	11,850	40.4
ATTLEBORO	37,450	38,200	39,000	39,850	22.1
BERKLEY	2,700	2,850	3,000	3,050	32.6
CARVER	5,850	6,700	7,350	**	71.7
DARTMOUTH	25,600	26,550	26,950	27,050	25.3
DIGHTON	6,300	6,600	6,900	7,100	39.9
FAIRHAVEN	18,550	18,900	18,900	18.950	18.4
FALL RIVER	88,800	88,700	89,550	90,250	- 10.1
FREETOWN	7,100	8,000	8,550	9,250	70.8
LAKEVILLE	6,700	7,250	7,550	7,900	54.4
MANSFIELD	17,250	18,600	19,200	**	54.3
MARION	4,550	4,800	5,000	5,150	36.8
MATTAPOISETT	6,700	7,150	7,550	7,800	45.1
MIDDLEBORO	17,000	17,550	17,950	18,200	28.7
NEW BEDFORD	91,650	91,600	92,450	93,200	7.1
N. ATTLEBOROUGH	22,350	23,050	23,700	24,250	26.8
NORTON	14,400	15,550	16,150	**	63.6
PLAINVILLE	7,200	7,550	7,950	8,200	50.1
PLYMPTON	2,950	3,550	4,050	**	141.2
RAYNHAM	12,700	14,600	15,950	**	106.6
REHOBOTH	9,050	9,500	9,900	10,300	47.0
ROCHESTER	2,900	3,150	3,500	3,900	70.8
SEEKONK	14,100	14,600	15,100	15,450	36.1
SOMERSET	23,100	23,550	23,650	23,700	23.4
SWANSEA	19,000	19,900	20,350	23,350	35.2
TAUNTON	43,700	44,000	44,450	45,100	7.0
WAREHAM	19,900	21,000	21,900	22,550	49.6
WESTPORT	16,500	17,300	17,750	17,900	41.7
DISTRICT TOTALS	554,350	571,800	585,950	**	17.5

**Control figures not available at the time projections were prepared.

SOURCE: Population Projections, Subtask 1.4 (SRPEDD), 1975.

POPULATION GROWTH

CITY/TOWN	1950	1960	1970	1980	1950-1980	SQ.MI.	SQ. MILE POP.DENSITY 1980
ACUSHNET	4,401	5,755	7,767	8,704	97.8	18.00	484
ATTLEBORO	23,809	27,118	32,907	34,196	43.6	27.51	1,243
BERKLEY	1,285	1,609	2,027	2,731	112.5	15.56	176
CARVER	1,530	1,949	2,420	6,988	356.7	38.41	182
DARTMOUTH	11,115	14,607	18,800	23,966	115.6	61.82	388
DIGHTON	2,950	3,769	4,667	5,352	81.4	21.81	245
FAIRHAVEN	12,764	14,339	16,332	15,759	23.5	12.15	1,297
FALL RIVER	111,963	99,942	96,898	92,574	17.3	32.89	2,815
FREETOWN	2,104	3,039	4,270	7,058	235.5	34.57	204
LAKEVILLE	2,066	3,209	4,376	5,931	187.1	29.54	201
MANSFIELD	7,184	7,773	9,939	13,453	87.3	20.22	665
MARION	2,250	2,881	3,466	3,932	75.8	14.28	275
MATTAPOISETT	2,265	3,117	4,500	5,597	147.1	17.46	321
MIDDLEBOROUGH	10,164	11,065	13,607	16,404	61.4	69.98	234
NEW BEDFORD	109,189	102,477	101,777	98,478	9.8	18.99	5,186
NO. ATTLEBOROUGH	12,146	14,777	18,665	21,095	73.7	19.05	1,107
NORTON	4,401	6,818	9,487	12,690	188.3	27.91	455
PLAINVILLE	3,000	3,810	4,953	5,857	95.2	10.98	533
PLYMPTON	697	821	1,224	1,974	183.2	14.92	132
RAYNHAM	2,426	4,150	6,705	9,085	274.5	20.30	448
REHOBOTH	3,700	4,953	6,512	7,570	104.6	47.25	160
ROCHESTER	1,328	1,559	1,770	3,205	141.3	33.76	95
SEEKONK	6,104	8,399	11,116	12,269	101.0	18.63	659
SOMERSET	8,566	12,196	18,088	18,813	119.6	7.12	2,642
SWANSEA	6,129	9,916	12,640	15,461	152.3	22.12	699
TAUNTON	40,109	41,132	43,756	45,001	12.2	47.29	952
WAREHAM	7,569	9,461	11,492	18,457	143.9	36.48	506
WESTPORT	4,990	6,641	9,791	13,763	175.8	53.01	260
DISTRICT	406,204	427,282	479,952	526,363	29.6	792.21	664

SOURCES:
1. Bureau of the Census. U.S. Census of Population, 1950, 1960 and 1970.
2. 1975-Massachusetts State Census.
3. Bureau of the Census. Census of Population and Housing, Advanced Reports, 1980 (PHC 80-V-23).

RACE

	WHITE		BLACK		INDIAN ORIENTAL OTHER*		SPANISH* ORIGIN	
CITY/TOWN	1970	1980	1970	1980	1970	1980	1970	1980
ACUSHNET	7,698	8,626	4	14	11	64	54	59
ATTLEBORO	32,348	33,398	50	113	94	685	415	788
BERKLEY	2,010	2,704	8	8	9	19	0	18
CARVER	2,152	6,624	251	160	17	204	0	60
DARTMOUTH	18,611	23,387	69	124	64	455	56	292
DIGHTON	4,536	5,312	1	6	13	34	117	63
FAIRHAVEN	15,895	15,376	63	62	93	321	281	178
FALL RIVER	94,725	91,395	437	427	560	752	1,176	2,187
FREETOWN	4,200	6,887	56	28	14	143	0	56
LAKEVILLE	4,339	5,889	15	10	22	32	0	30
MANSFIELD	9,600	13,241	54	93	28	119	257	78
MARION	3,325	3,473	123	141	18	318	0	63
MATTAPOISETT	4,413	5,450	47	31	22	116	18	31
MIDDLEBORO	13,233	15,975	149	190	51	239	174	139
NEW BEDFORD	95,941	87,993	3,589	2,620	775	7,865	1,472	4,497
N. ATTLEBOROUGH	18,568	20,889	32	54	65	152	0	111
NORTON	9,224	12,371	74	202	41	117	148	140
PLAINVILLE	4,935	5,825	7	20	11	12	0	29
PLYMPTON	1,204	1,931	20	14	3	29	77	6
RAYNHAM	6,652	9,000	3	19	11	66	39	59
REHOBOTH	6,409	7,496	63	34	5	40	35	33
ROCHESTER	1,745	3,089	23	62	2	54	0	18
SEEKONK	11,027	12,061	36	63	37	145	16	81
SOMERSET	17,902	18,638	5	18	50	157	131	186
SWANSEA	12,512	15,296	40	47	37	118	51	123
TAUNTON	41,937	43,380	503	645	208	976	1,108	1,292
WAREHAM	10,947	16,145	337	464	161	1,848	47	330
WESTPORT	9,558	13,632	15	12	27	119	191	123
DISTRICT TOTALS	465,646	505,483	6,074	5,681	2,449	15,199	5,863	11,070
MASSACHUSETTS	5,688,903	5,362,836	173,376	221,279	30,842	152,922	64,860	141,043

*Groups such as Cape Verdeans were classified according to personal preference. Spanish origin is included in other races.

Source: U.S. Census of Population, 1970 and 1980 (Advance Count).

LABOR FORCE GROWTH

LABOR MARKET AREA	LABOR FORCE[1] 1970	LABOR FORCE[1] 1980	PARTICIPATION RATE[2] 1970	PARTICIPATION RATE[2] 1980	LABOR FORCE GROWTH RATE (%) 1970-1980
FALL RIVER LMA *	62,749	70,069	61.6	66.03	11.6
DIGHTON	2,089	2,350	66.4		12.5
FALL RIVER	43,090	48,179	60.8		11.8
SOMERSET	7,973	8,924	64.3		11.9
SWANSEA	5,409	5,944	62.5		9.9
WESTPORT	4,188	4,672	62.3		11.6
NEW BEDFORD LMA	69,886	79,312	59.4	65.0	13.5
ACUSHNET	3,442	3,916	65.3		13.8
DARTMOUTH	8,239	9,340	60.6		13.4
FAIRHAVEN	6,973	7,924	59.5		13.6
FREETOWN	1,697	1,952	61.1		15.0
LAKEVILLE	1,736	1,984	58.6		14.3
MARION	1,269	1,440	55.8		13.5
MATTAPOISETT	1,831	2,053	59.5		12.0
NEW BEDFORD	43,853	49,740	58.8		13.4
ROCHESTER	846	963	62.5		13.8
PLYMOUTH LMA*	19,007	41,400	57.6	59.5	117.8
CARVER	989	1,788	54.2		80.8
MIDDLEBOROUGH	5,541	9,972	60.4		80.0
PLYMPTON	497	893	58.8		79.7
WAREHAM	4,438	7,878	56.2		77.5
TAUNTON LMA	22,207	25,731	60.6	60.3	15.9
BERKLEY	861	1,002	65.0		16.4
RAYNHAM	2,910	3,353	68.5		15.2
TAUNTON	18,436	21,376	59.3		16.0
PROVIDENCE/WARWICK/ PAWTUCKET LMA*	36,769	42,527	65.9	59.6	15.7
ATTLEBORO	14,761	17,120	66.2		16.0
N. ATTLEBOROUGH	8,477	9,898	68.9		16.8
NORTON	4,066	4,674	61.7		15.0
PLAINVILLE	1,935	2,235	64.7		15.5
REHOBOTH	2,704	3,062	64.4		13.2
SEEKONK	4,826	5,538	65.0		14.8
MANSFIELD	4,052	4,969	62.9		22.6
DISTRICT	214,670	243,139	60.1		13.3
MASSACHUSETTS	2,417,670	2,893,000		65.6	20.0

[1] "Labor Force" refers to all persons classified as employed or unemployed plus members of the Armed Forces.

[2] "Participation Rate" refers to the proportion of the non-institutional population that is in the labor force.

SOURCES: 1970 Census of Population; Manpower Information for Affirmative Action Programs, (DES), 1980; Overall Economic Development Program (SRPEDD), 1981.

*Massachusetts portion only. Plymouth is not a member of SRPEDD.

HOUSING UNITS

CITY/TOWN	ONE & TWO FAMILY		MULTI-FAMILY		TOTAL*		% CHANGE
	1970	1980	1970	1980	1970	1980	'70-'80
ACUSHNET	2,141	2,602	100	202	2,241	3,063	36.7
ATTLEBORO	7,842	8,764	2,454	3,700	10,296	12,503	21.4
BERKLEY	548	942	16	16	564	897	59.0
CARVER	743	1,887	4	4	747	2,421	224.1
DARTMOUTH	5,752	7,699	275	297	6,027	8,375	39.0
DIGHTON	1,277	1,645	72	136	1,349	1,788	32.5
FAIRHAVEN	4,817	5,149	461	819	5,278	6,482	22.8
FALL RIVER	12,536	13,150	21,567	24,137	34,103	37,021	8.6
FREETOWN	1,165	2,137	45	45	1,210	2,352	94.4
LAKEVILLE	1,305	1,796	6	6	1,311	2,496	90.4
MANSFIELD	2,708	3,718	335	763	3,043	4,710	54.8
MARION	1,088	1,377	49	49	1,137	1,749	53.8
MATTAPOISETT	1,391	1,860	78	82	1,469	2,606	77.4
MIDDLEBOROUGH	3,537	4,423	664	1,048	4,201	5,713	36.0
NEW BEDFORD	18,964	20,908	17,556	19,796	36,520	39,523	8.2
NO. ATTLEBOROUGH	4,550	5,559	1,240	1,826	5,790	7,599	31.2
NORTON	2,245	3,057	202	699	2,447	3,903	59.5
PLAINVILLE	1,169	1,511	197	221	1,366	2,137	56.4
PLYMPTON	338	605	0	0	388	618	82.8
RAYNHAM	1,811	2,574	37	205	1,848	2,888	56.3
REHOBOTH	1,857	2,465	16	16	1,873	2,472	32.0
ROCHESTER	598	1,070	4	4	602	1,085	80.2
SEEKONK	3,240	3,976	71	149	3,311	4,144	25.2
SOMERSET	5,008	5,768	487	562	5,495	6,394	16.4
SWANSEA	3,766	4,950	103	167	3,869	5,232	35.2
TAUNTON	10,080	11,573	3,475	4,488	13,555	16,770	23.7
WAREHAM	3,990	5,532	250	773	4,240	10,927	157.7
WESTPORT	2,964	4,121	111	187	3,075	5,405	75.7
DISTRICT TOTALS	107,430	130,818	49,875	60,397	157,305	201,773	28.0
MASSACHUSETTS					1,890,400	2,208,146	16.8

SOURCES:
- U.S. Census, 1970, Fourth and Second Counts; 1980, Advance Count.
- Housing Authorized by Building Permits. Bureau of the Census, 1980.

* Mobile homes included in total.

ACME
BOOKBINDING CO., INC.

OCT 8 1990

100 CAMBRIDGE STREET
CHARLESTOWN, [illegible]